City of Lake Stevens Design Guidelines Re-adopted April 17, 1995

Urban Design Guidelines

Introduction

This section contains the Residential Design Guidelines for housing. They are organized into the following major categories according to the design issues that have arisen during the study.

- **Neighborhood Planning** - guidelines dealing with issues beyond the specific site or building - issues which affect the structure and character of the community.

- **Streetscape** - emphasizing the relationship of the project to neighboring buildings and the experience of the pedestrian.

- **Site Planning** - dealing with the location and design of elements on the site.

- **Building Design** - focusing on architectural compatibility and character.

As noted in the introduction, the guidelines are written in general non-prescriptive language in order to be adaptable in a variety of conditions and uses. It is intended that local planners adapt the guidelines in this document to their particular needs.

Understanding the Guideline Page Format

Each guideline page explains the **intent** of the guidelines, the **guideline statement, applicability, related guidelines** and occasionally **references** (existing ordinances on which the guideline is based). The following page has a graphic explanation of thd layout of each guideline page. Familiarization with the layout will make the process of using the guidelines clear.

In the upper right hand corner there is a set of symbols that indicate the context where the guideline will be most applicable. The contexts, "Infill", "Suburban", "Emerging Center' and "Rural" each relate to a strategy described in the previous chapter. The diagram on the following page explains the context symbols.

The Guidelines:
explanation of the page layout

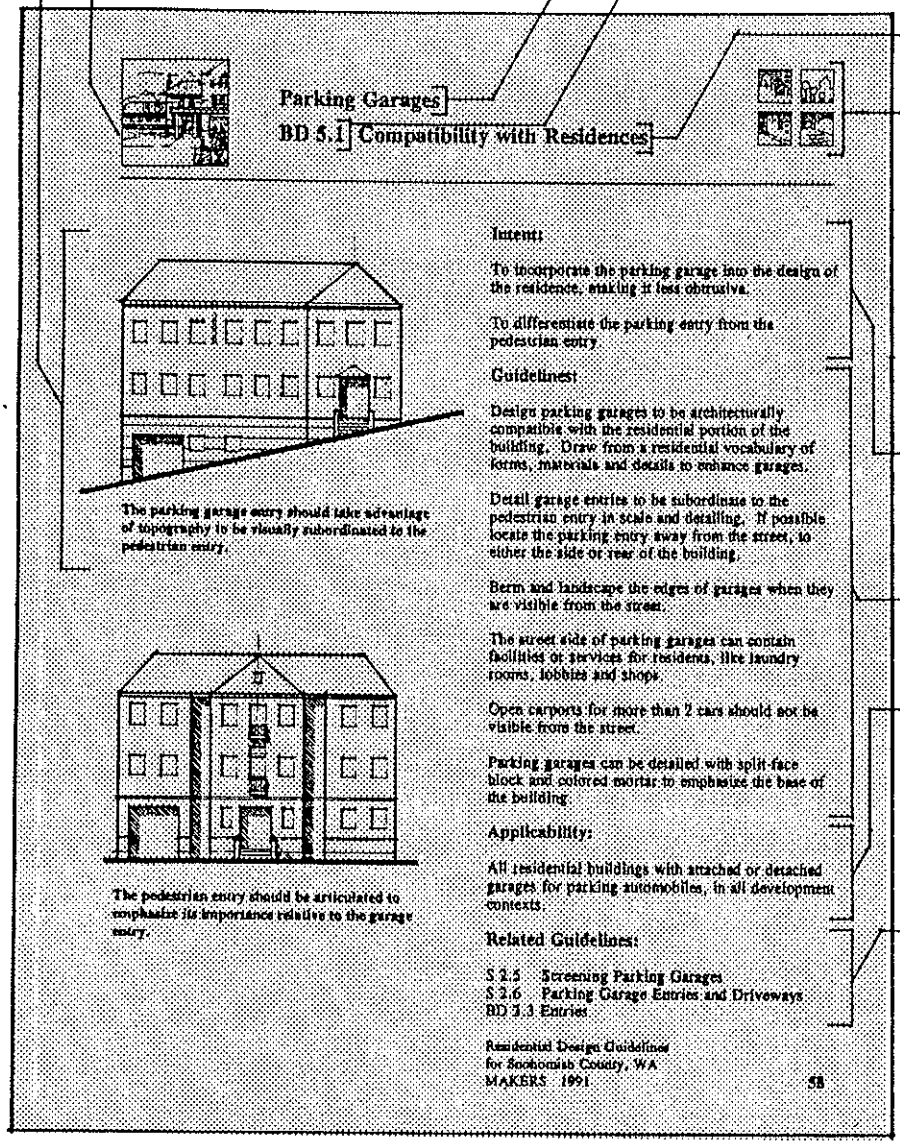
Sub- Category:
section heading

Quick Reference to Category of Guidelines:
* Streetscape (S)
* Site Planning (SP)
* Building Design (BD)
* Neighborhood Planning (NP)

followed by the numbering system used to identify the Sub-Category and the Title in the Table of Contents.

Diagrams and Examples:
examples and clarification of the guidelines.

Symbol:
visual reference to category of guideline



Title of Guideline

Applicability Symbol:
depending on the Development Zone

INFILL SUBURBAN
EMERGING CENTER RURAL

Intent:
goal of the guidelines

Guidelines:

Applicability:
types of residential structures and the development zones for which these guidelines are applicable.

Related Guidelines:
other guidelines which can be useful.

weather protection or porch at least 100 SF in footprint area").

More flexible guidelines emphasize the intent behind the requirement and do not necessarily prescribe the means of fulfilling the objective (e.g. "the building front should be set back sufficient distance to reinforce the spatial qualities of the streetscape," or "all buildings should have a visual building entry or pedestrian route with some form of weather protection"). Prescriptive standards have the advantage of being relatively easy to administer because they require little judgement on the part of the reviewers. They also offer more "protection" for the applicant and the local neighborhood because the standards and resulting development will be more predictable. On the other hand, less prescriptive guidelines allow the opportunity for more innovative design solutions and are adaptable to a wider variety of situations.

The question of flexibility versus specificity is illustrated by numerous experiences in local planning departments. Several years ago the City of Vancouver enacted a set of flexible guidelines that encourage infill units in the Kitsilano community. The guidelines are administered by an architecturally trained staff person. By nearly all criteria, the guidelines have been successful. The community has retained its graceful single-family residential character, while accomodating new infill development at up to 30 units per acre. Permit processing time has been kept short. While there is still some controversy, the permit process appears to be working well. And yet, even within the planning department there is still talk of going to more prescriptive standards so that permit review will be more predictable and can be more uniformly applied.

Seattle is completing a study to develop city-wide neighborhood design guidelines. In this case, very general, flexible guidelines were developed because the Seattle Zoning Code is so specific and detailed. The guidelines were seen as a way to allow departure from the code in order to take advantage of new design ideas and specific site opportunities.

Kirkland has recently adopted relatively prescriptive guidelines for their downtown. Kirkland's guidelines include "principles" which state the design intent and translate the comprehensive downtown plan into specific architectural and site design objectives. The principles were adopted as part of the downtown plan and were then rewritten into more prescriptive standards which are being included in the City's downtown zoning update. The standard's high level of specificity is made possible by the fact that their applicability is restricted to the downtown and review authority is retained by the planning director to apply judgement in allowing creative solutions or adapting to unusual conditions. Also, many of the Kirkland standards provide several alternate ways to satisfy a design requirement and even allow the applicant to suggest other solutions.
Everett is preparing a set of guidelines for the Rucker Avenue/Grand Avenue Historic District. They will be implemented at two levels. Standards will apply to

all new structures and will be administered by staff as part of zoning code review. These standards deal with basic urban design characteristics such as building bulk and setbacks that give the area its character. The second level is a set of design guidelines that would apply to historic structures and to new multifamily buildings. These guidelines deal with some of the more subjective architectural qualities of the neighborhood and will be used by Everett's Historical Commission. Since the commission will review a more limited number of permits and will be able to apply professional judgement in their decision, the guidelines can be much less prescriptive than the standards.

The chart below summarizes the general conditions which tend to favor prescriptive standards or more flexible guidelines. These are general rules of thumb only, and it should be remembered that it is not an either/or situation. Specific standards can be given more flexibility by offering a variety of solutions and by providing a means for applicants to propose new solutions. Flexible guidelines can be given more teeth by setting specific performance requirements or by delineating the limits of solutions that are acceptable.

Issue	Condition favoring flexible guidelines	Condition favoring prescriptive standards
Applicability	Widely applicable guidelines	Applicable only to specific district or certain type of project
Reviewers	Professional review board or staff with design background	Administrative staff only
Current zoning code	Complex, highly pre-scriptive code including many design standards	Few design standards in the current code
Development environment	Development is encouraged	Community wants relief from intrusive development
Type of program	Historic districts or special districts with a review board	Used as part of bonus or TDR program
Type of issues being dealt with	Aesthetic issues such as architectural style, materials, siting in rural areas, etc.	Issues that can be quantified such as setbacks, bulk restrictions, screening requirements, etc.

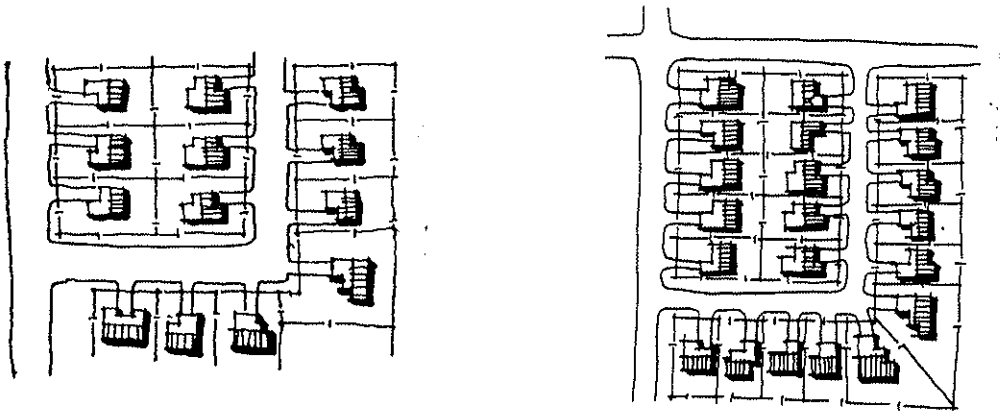
Cost

A common argument used against the adoption of guidelines is that they cost money and reduce housing affordability. In practice, the physical design requirements rarely add significantly to overall development costs. The Seattle Design Guidelines study evaluated the cost implication for new guidelines similar to those proposed here for the urban infill context by reviewing 4 project proposals, placing additional design requirements according to the guidelines and then estimating the cost of the required design modifications. The study concluded that:

> *The results of testing the design guidelines on approved projects show that the proposed guidelines will have only minor impacts on the cost of constructing new housing. Of the projects reviewed, one required no design change to conform to the guidelines. For the projects where conforming to the guidelines would require changes, the changes recommended by the work group would increase the estimated construction cost by less than 0.5%.*

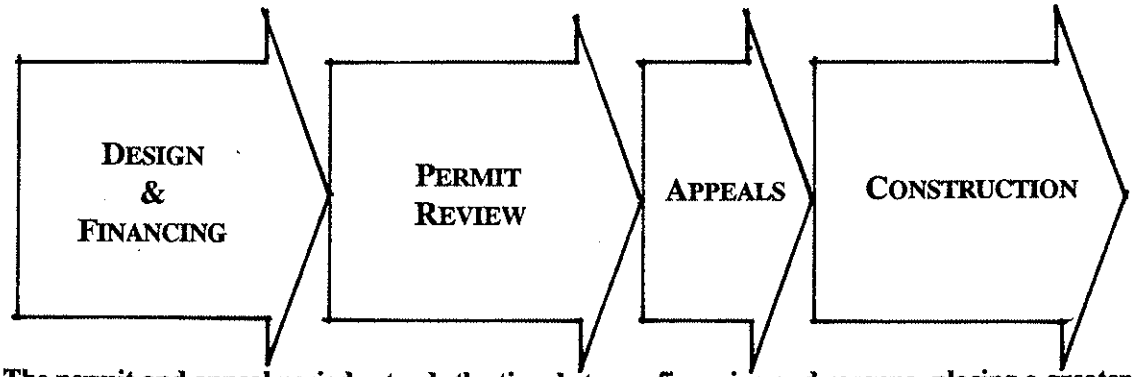
In fact, many of the guidelines will lower development costs. Some examples include:

- Neighborhood Planning guidelines call for reduced roadway widths.
- Setbacks and yard requirements can be reduced if compatibility with neighborhood and adjacent property is achieved through the guidelines.
- Reduced driveway sizes.
- Guidelines call for durable materials that have a lower life cycle cost.
- In general, the guidelines will allow greater density, more land efficient development, and a smoother, less confrontational review process to lower cost.



Reducing some standards through guidelines can increase efficiency without sacrificing liveability.

Another development cost is the time and effort it takes to process a permit. Permit decision appeals can cost developers and communities a great deal. If cost is a concern, the time and staff effort needed to process a permit is an important consideration. Here again, guidelines properly used can reduce the permit review effort.



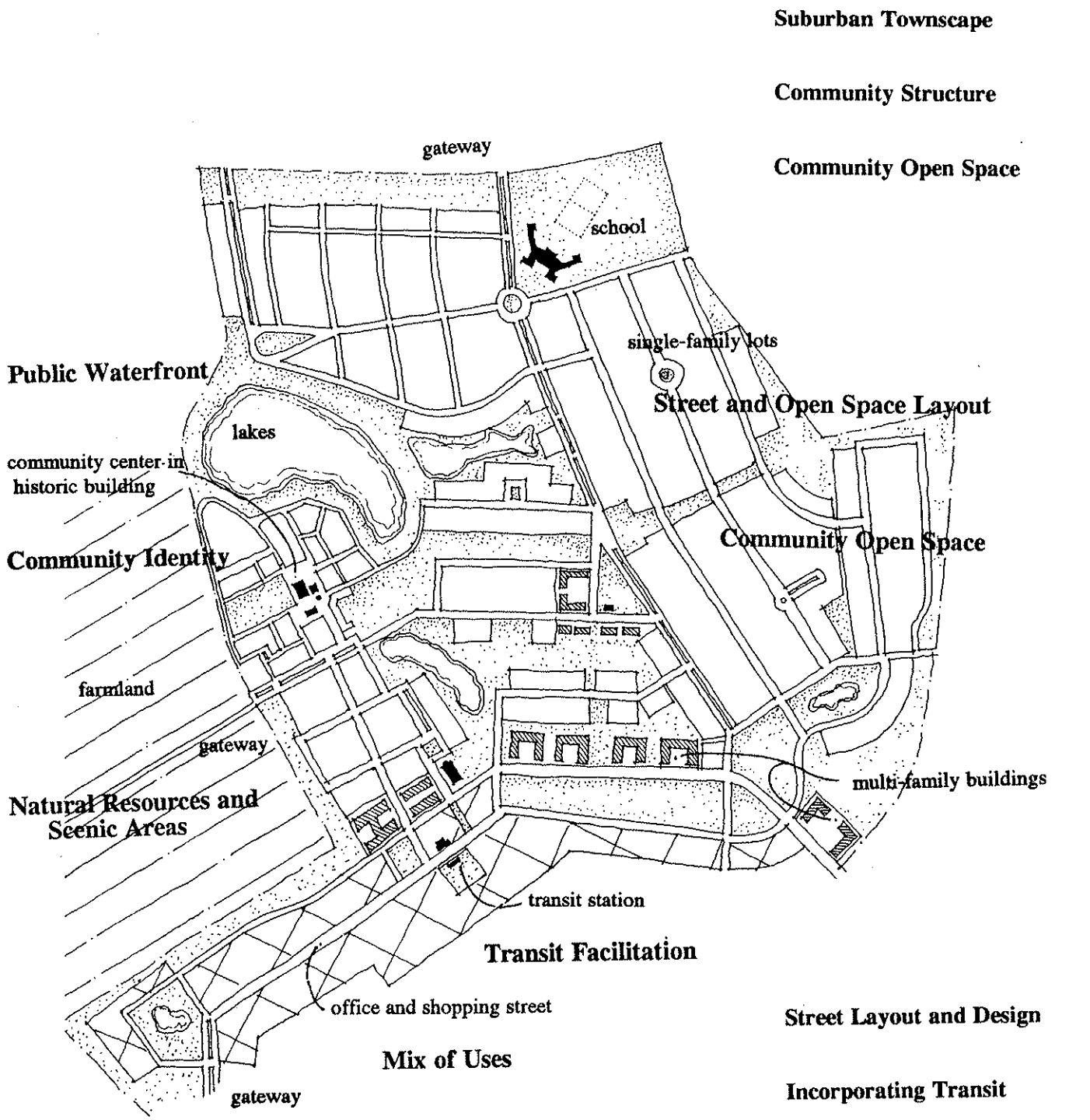
The permit and appeal period extends the time between financing and revenue, placing a greater financial burden on the developer. Judicious use of guidelines can speed the review process and reduce appeals.

By specifying the issues, guidelines can help speed negotiation between the city, developer, and community representatives. Guidelines can be adopted as a means of reducing appeals. This provided some of the impetus behind the Kirkland Downtown Design Guidelines. Finally, guidelines can be used in conjunction with bonuses and TDR programs that actually provide an investment incentive.

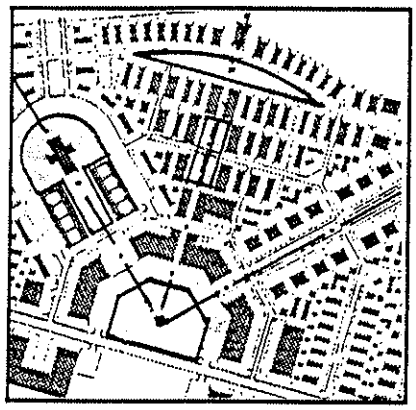
Design review itself need not be an arduous, expensive task. The Seattle study found that review of the four projects take a 6 person citizen review committee 6 hours. One of the projects took 4 of the 6 hours because of its size and complexity. The reviewers found a checklist to be a very helpful tool in identifying the key design elements and issues of each project.

Local communities will only accept higher densities and more land efficient development if the development is sited sensitively and the design quality is high.

NEIGHBORHOOD PLANNING



NEIGHBORHOOD PLANNING



1. Suburban Townscape
    1. Pedestrian Oriented Communities

2. Community Structure
    1. Neighborhood Pedestrian Units
    2. Residential Densities
    3. Community Service Units
    4. Community Focal Place
    5. Mix of Uses
    6. Variations of Housing Types

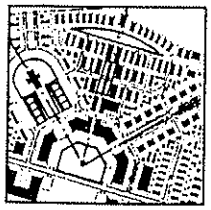
3. Community Open Space
    1. Creating Usable Open Spaces
    2. Parks and Open Space
    3. Residential Squares / Pocket Parks
    4. Reinforcing Natural Features
    5. Linear Parks
    6. Pedestrian Connections
    7. Bicycle Paths

4. Street Layout and Design
    1. Network of Streets
    2. Residential Street Widths
    3. Residential Street Construction
    4. Street Trees
    5. Unified Streets
    6. Cul-de sacs
    7. Alleys
    8. Parallel Parking

5. Incorporating Transit
    1. Transit Access in Neighborhood Planning

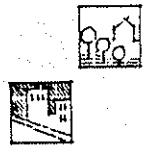
6. Natural and Scenic Resources
    1. Maintaining Existing Drainage Patterns
    2. Encouraging Protection of Natural Resources
    3. Rural to Urban Edge Conditions

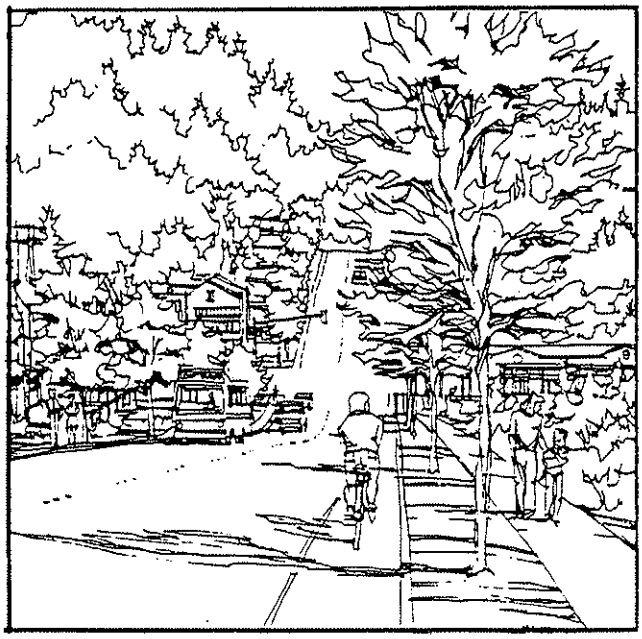
7. Rural Areas
    1. Preserving Rural Character
    2. Clustering in Rural Areas
    3. Rural Streetscapes
    4. Access Roads and Driveways



Suburban Townscape

NP 1.1 Pedestrian Oriented Communities





A defined walkable community encourages residents to set aside their cars and use healthier and less energy intensive modes of transit.

Intent:

The image of suburban areas is largely the result of conventional subdivision and planned unit development (P.U.D.) ordinances. These ordinances dictate three criteria for urbanism: the free and rapid flow of traffic, parking in quantity, and the rigorous separation of uses, with the result that car traffic has become the central, unavoidable experience of the public realm.

The intent of these guidelines is to develop an alternative to this type of automobile oriented planning: one that preserves the natural beauty of the area, while creating more liveable and pedestrian oriented communities.

The Neighborhood Planning guidelines restore the option to produce a traditional pattern of walkable, mixed-use neighborhoods by prescribing the following physical conventions.

1. Communities should be limited in size, with clear edges and a focused center.

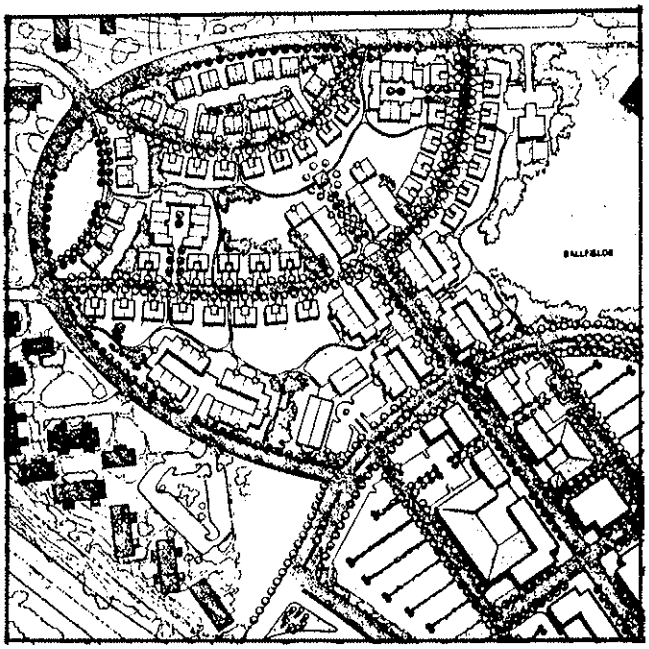
2. Shops, workplaces and residences of different types and for all income groups should be provided and located in close proximity to each other so that residents will have the option to walk from one place to another.

3. Streets should be sized and their edges designed to serve equitably both the automobile, the bicyclist and the pedestrian, organized to provide many alternative modes of travel, relieving congestion.

4. Squares and parks should be distributed throughout and designed as specialized places for social interaction and recreation. Open space is to be preserved to reinforce existing wooded areas and water courses.

Suburban Townscape

NP 1.1 Pedestrian Oriented Communities (cont.)



A residential community linked by clear pedestrian paths and well landscaped streets to services, shopping and work places.

5. Buildings are controlled in size and form to define streets and other public spaces, as well as to create a safe and healthy environment in which to live.

6. Well placed civic and religious buildings give a sense of identity to the neighborhood and provide centers for purposeful assembly.

Applicability:

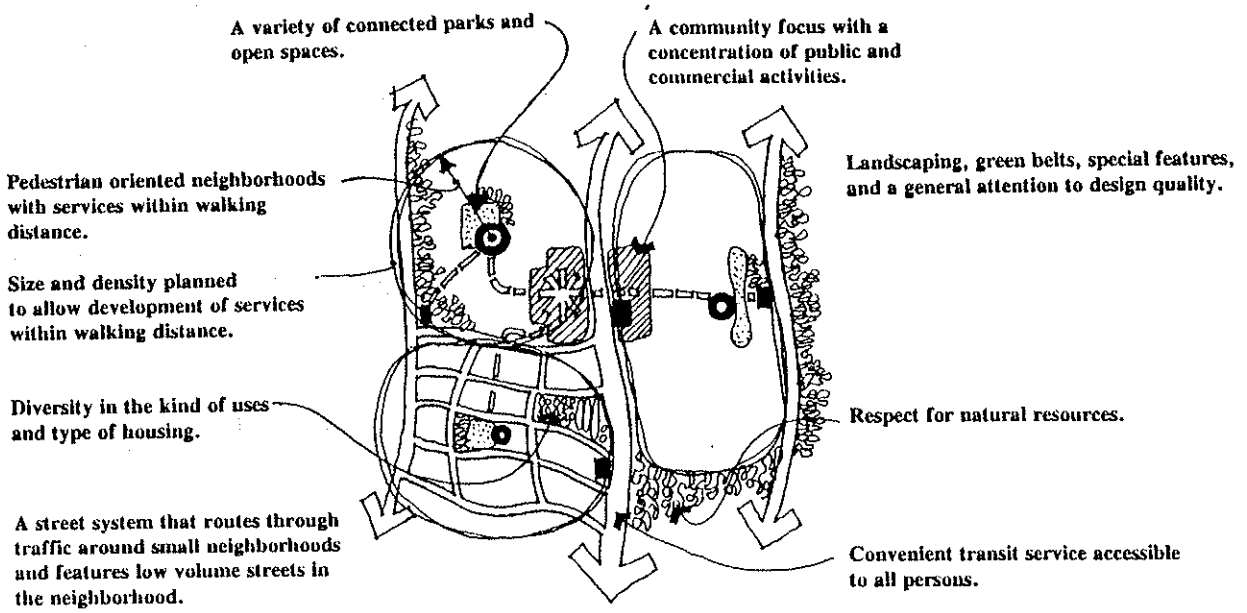
Developing Communities in Suburban Growth Areas
and Emerging Centers

References:

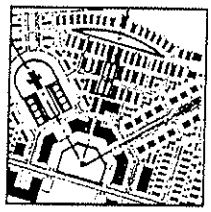
The Traditional Neighborhood Development Ordinance

The Pedestrian Pocket Book

Vision 2020-Growth and Transportation Strategy for the Central Puget Sound Region

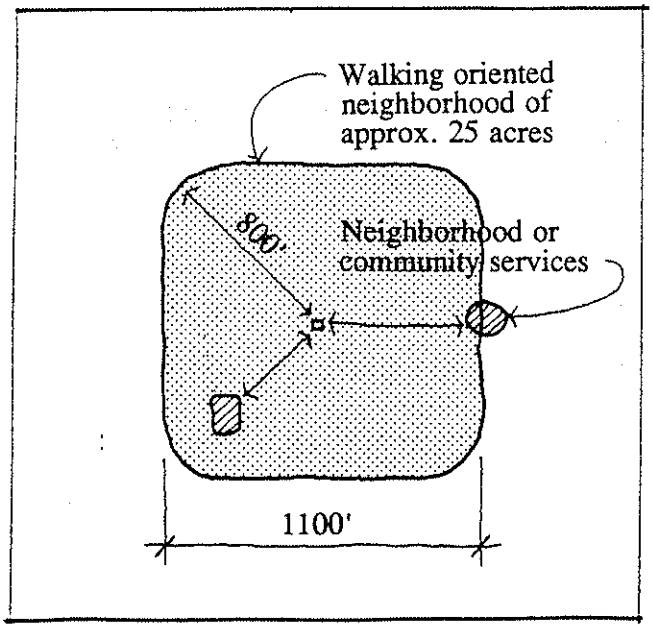


Elements of successful community planning. The diagram shows three pedestrian oriented neighborhoods linked to form a community with commercial and public services clustered at a community focal place. Transit and road systems are located to provide convenient access without disrupting residential neighborhoods. Parks and open spaces are linked with trails and greenways to the neighborhoods.

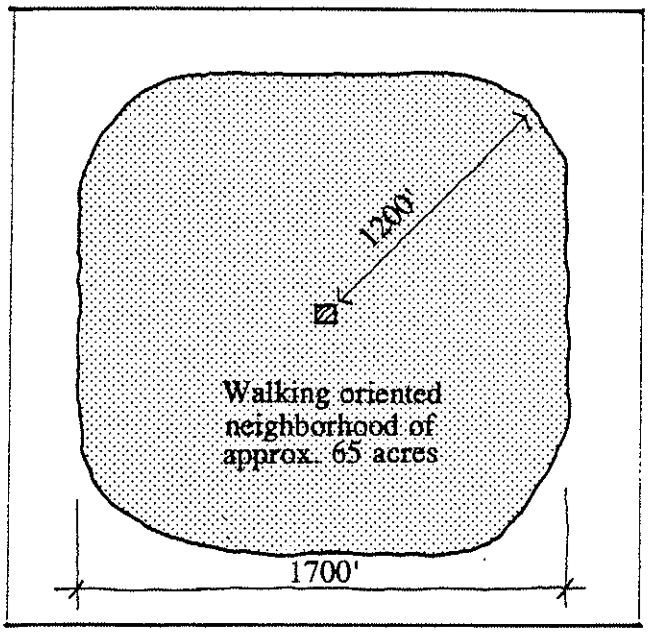


Community Structure

NP 2.1 Neighborhood Pedestrian Units



Neighborhood Pedestrian Unit based on 800' walking distance.



Neighborhood Pedestrian Unit based on 1200' walking distance.

Intent:

To provide neighborhood residents needed services within walking distance.

Guidelines:

Communities should be composed of pedestrian accessible neighborhoods in which local parks, day-to-day services, (convenience shopping, day-care, and perhaps schools), and transit are accessible by foot.

Size of Neighborhoods

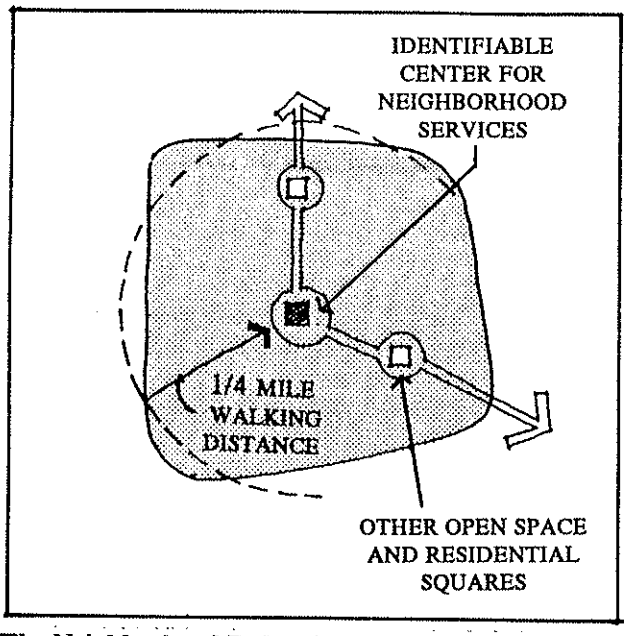
Eight hundred (800') to 1200' (less than 1/4 mile) is generally regarded as a convenient pedestrian travel distance under pleasant walking conditions. Therefore, if one wishes to develop neighborhood pedestrian units (NPUs) in which all residents are able to walk to local services, than these neighborhoods should be sized between about 25 and 65 acres. Of course, this size will vary according to site configuration, layout and location of services.

Neighborhood Services

All NPU's should have services within walking distance of its residents, to reduce vehicular trips. These services depend on the size of the neighborhood, its population and adjacent services, but in general should include some convenience shopping, (small stores and a coffee shop), a meeting place like a hall or a square, a minipark for neighborhood recreational needs and bus service.

Community Structure

NP 2.1 Neighborhood Pedestrian Units (cont.)



The Neighborhood Pedestrian Unit.

Guidelines (cont.)

Neighborhood Density

The amount of service that can be provided in these small neighborhood pedestrian units depends on the density. As an example, a neighborhood of 65 acres at 8 dwelling units per acre would have between 1000 and 1300 residents to support these services, while a neighborhood at 20 dwelling units per acre would have the same number of residents in 25 acres.
See NP 2.2 Residential Density for further clarification.

Borders and Connections

Where possible, NPUs should be connected to other neighborhoods by residential streets and pedestrian paths so that several smaller areas can support community-wide services, such as an elementary school, which typically require a larger resident base.

The boundaries of neighborhood pedestrian units can include existing elements of our urban landscape, like arterial streets and freeways, water amentities like lakes and wetlands, heavier commercial development, and agricultural resource lands and greenbelts.

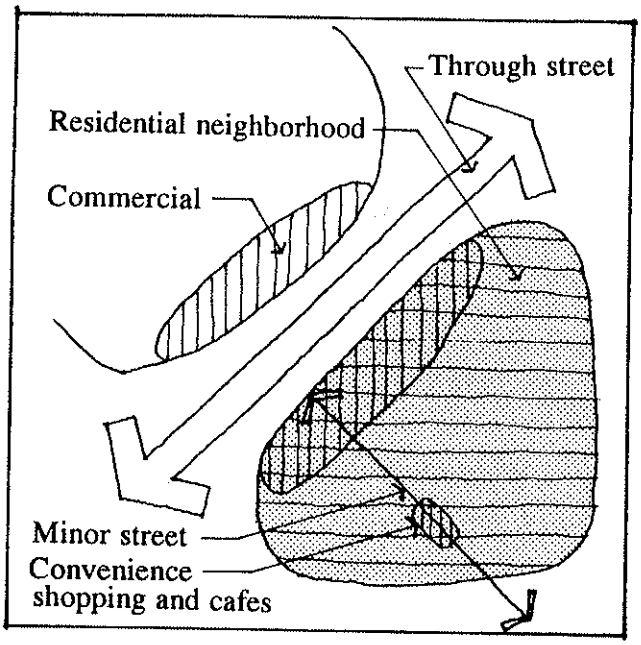
A neighborhood should not be bisected by a major vehicular thoroughfare. The boundaries to a neighborhood should be clear and provide transitions for inter-neighborhood social interaction. These include parks, conservation zones, schools, and shopping districts.

Traffic in neighborhoods should be no more than 35 mph and should be designed mostly to serve the residents. Reducing the width of typical, suburban subdivision streets make for safe and convenient residential streets. See NP 4.2 Residential Street Width.

Main pedestrian and vehicular paths into a neighborhood should be treated as gateways, with identifiable markers, residential squares and other neighborhood elements.

Community Structure

NP 2.1 Neighborhood Pedestrian Units (cont.)



Neighborhoods can be borded by major through streets which encourage pedestrian oriented shopping.

Applicability:

In Emerging Centers and Suburban Growth Areas a project of of at least 25 acres in size will occupy an area approximately 1100'x1100' which appears large enough to develop a neighborhood identity supporting limited yet adequate commercial, public and transit services. Therefore, all developments approximately 25 acres or larger should design in these facilities (see other guidelines on NP section). Developments under 25 acres should work with local jurisdictions to determine how services are to be provided.

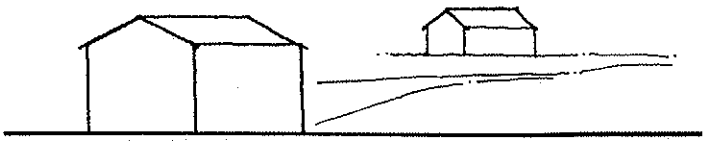
Related Guidelines:

NP 2.2 Residential Density
NP 2.3 Community Service Units
NP 4.2 Residential Street Types

References:

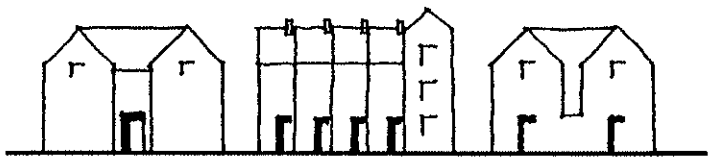
The Pedestrian Pocket Guidebook, Calthorpe.
The Image of the City, Lynch.

Community Structure
NP 2.2 Residential Densities

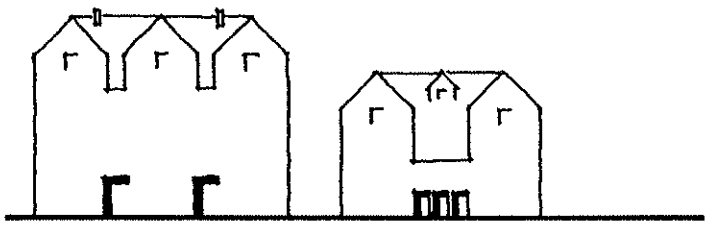


Densities of less than 5 units/acre have been found to be too low to support neighborhood services like bus transit and shops.

Densities of 7 units/acre can support bus transit.



Densities of 12-15 units/acre can also support coffee shops, restaurants and convenience stores.



Densities of 20 units/acre and over can support high capacity transit and commercial activity.

Intent:

To achieve an appropriate level of residential density, allowing for the provision of services, affordable housing, transit service, pedestrian orientation and efficient land utilization.

Guidelines:

Encourage the average residential density of the neighborhood (number of dwelling units per acre including streets and public facilities) to be at least the minimum stated below for the applicable criteria. For example, if bus transit is desired, then the minimum average density should be at least 7 du/acre.

- Minimum density to support bus transit = 7 du/acre.
- Minimum density to support high capacity transit = 20 du/acre.
- Minimum density to have enough residents [1500] within a maximum 10 minute walking distance (approx. 75 acres) to support minor retail services such as coffee shop, laundromat, convenience store, etc. = 8 due/acre.
- Minimum average density to have a sufficient number of residents [3000] within a ten minute walking distance (approx. 75 acres) of their homes to support an elementary school, playground, or recreation center of their homes = 16 du/acre.

Applicability:

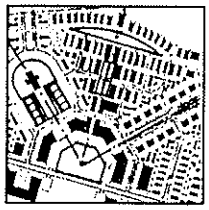
Emerging Centers and Suburban Growth Areas

Related Guidelines:

NP 2.1 Neighborhood Pedestrian Units

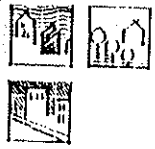
References:

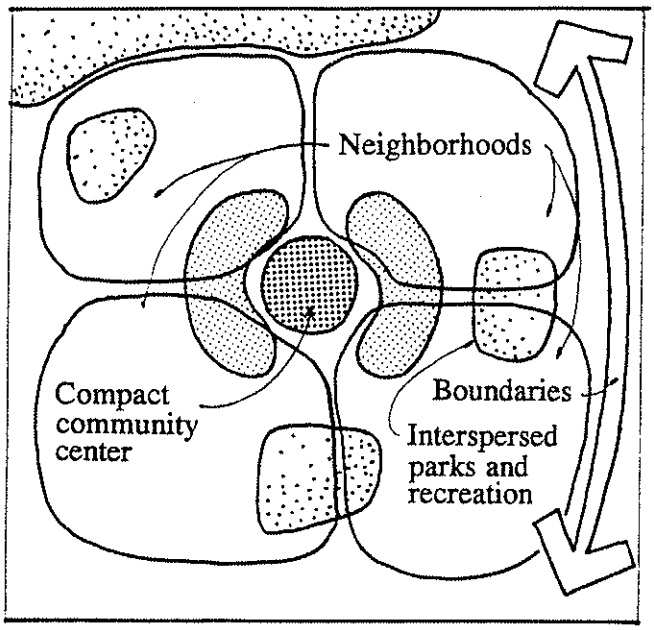
Site Planning, Lynch
A Guide to Land Use and Public Transportation, SNO-TRAN



Community Structure

NP 2.3 Community Service Units





Community service units are formed by interrelated and interconnected neighborhoods.

Intent:

To group neighborhood pedestrian units into a larger community structure which can provide needed services to residents.

Guidelines:

Within 1/2 mile walking distance of all neighborhood residents the following should be provided.

- o Convenient access to transit
- o Work places and shops
- o Civil services like post, fire, police stations
- o Religious and other meeting places
- o Parks and recreation
- o Interconnecting road network
- o Schools

All amenities in a community should be accessed from residential areas by pedestrians, bicycles and when possible, bus transit. Barriers which impede pedestrian movement, like arterials and freeways, should be avoided or mitigated by providing traffic control devices, crosswalks, and pedestrian overpasses.

Applicability:

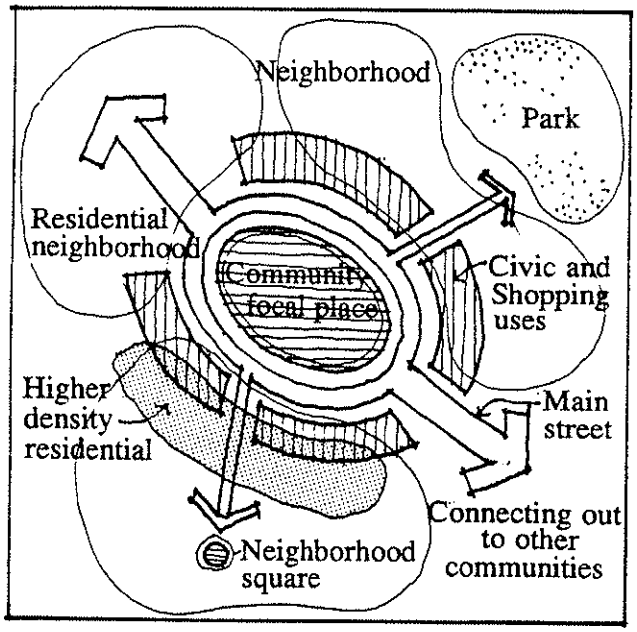
Neighborhoods in urban growth areas.

Related Guidelines:

All Neighborhood Planning guidelines

Community Structure

NP 2.4 Community Focal Place



The Community Focal Place interconnects neighborhoods and neighborhood amenities like parks and public squares.

Calthorpe/Kelbaugh

The Community Focal Place lends identity to a community.

Intent:

To provide each community with a focal place or "center" which encourages its residents to walk and interact and lends a sense of community identity.

The community center or "community focal place" is a public outdoor place, a shopping street, square or village green, which due to its central location and public nature, becomes the symbolic heart of the community.

A neighborhood center accommodates a mix of uses; from civic to commercial in nature. For this reason a neighborhood center must be integrally knit into the surrounding housing and not isolated by parking lots.

Guidelines:

All communities in urban growth areas should have a community focal place or center which connects to adjoining residential neighborhoods.

The community focal place adjoins the residential areas of neighborhoods - they are never removed or isolated by parking lots or major roadways.

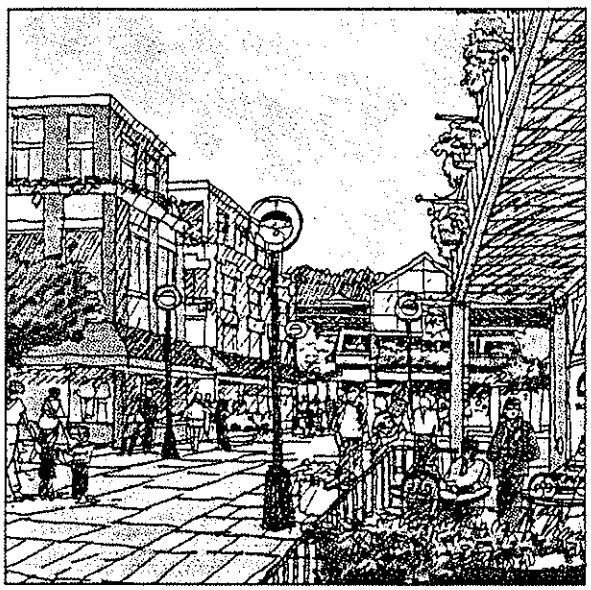
Locate the center so that it is not more than a 10-minute walk (about a half mile) from the majority of the residences.

Locate housing for the elderly so that it is close to the center, if possible.

Design the community focal place to accommodate transit service. Larger communities should integrate expected high capacity transit into their planning.

Community Structure

NP 2.4 Community Focal Place (cont.)



Puget Sound Council of Governments

The Community Focal Place is a pedestrian oriented meeting place.

Character:

The community focal place must appear to be public and inviting. The edges of any associated open space must be clearly defined by landscaping and lighting.

At least 50% of the perimeter of the open space must be accessible from surrounding streets.

Place landmarks, like fountains, bandstands and monuments to lend identity and create focal points.

Relation to Buildings:

Provide public buildings (or site for future facilities) adjoining or occupying the center. Facilities can include fire or police stations, government offices, meeting houses, libraries and a post office.

The location of a large percentage of higher density housing within the community should be located in or adjacent to the community focal place to allow a greater number of people direct access to services.

Relation to Streets:

Community centers should occur at an important intersection of major neighborhood streets.

A number of well landscaped streets with appropriate sidewalks and bike lanes should connect the center to adjacent and more distant neighborhood pedestrian units.

Applicability:

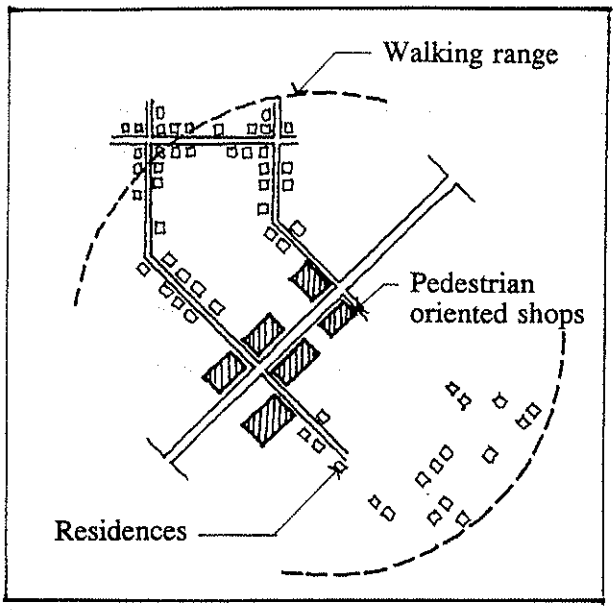
For communities of 1000 to 5000 people.

Related Guidelines:

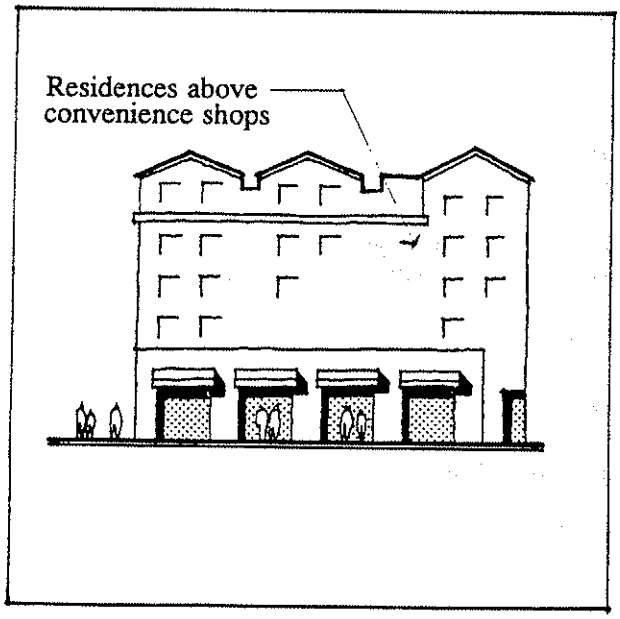
NP 2.1 Neighborhood Pedestrian Units
NP 2.2 Residential Densities
NP 2.3 Community Service Units
NP 2.5 Mix of Uses
NP 2.6 Variation of Housing Type
NP 3.1 Creating Usable Open Space
NP 3.6 Pedestrian Connections
NP 4.1 Network of Streets

Community Structure

NP 2.5 Mix of Uses



Provide mix of uses within walking distance of residences.



A residential building with shops on the ground floor.

Intent:

To reduce congestion, pollution and stress in our lives by creating communities in which the residents do not have to rely solely on the automobile, and can walk to shopping.

Guidelines:

Provide in each neighborhood a mix of uses to complement residences.

Within each community provide areas for convenience shopping, small professional offices and home businesses, via walking or transit accessible to most of the residential units.

In these zones, create residential buildings with commercial, especially retail uses, on the ground floor.

Applicability:

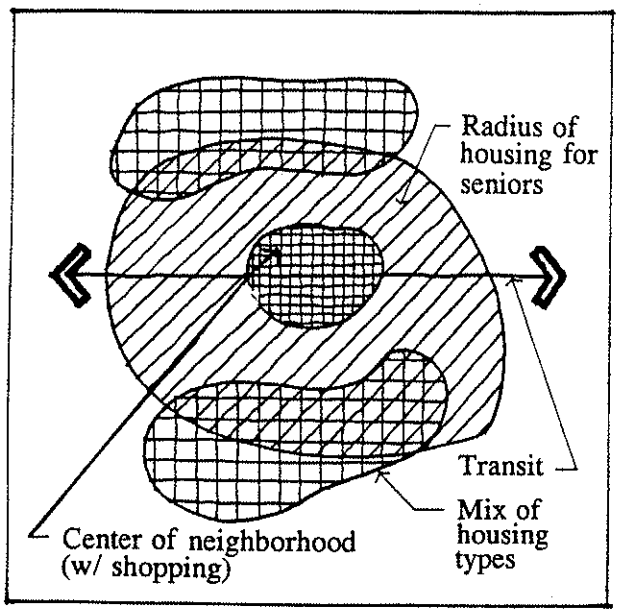
Developing communities in suburban growth areas.

Related Guidelines:

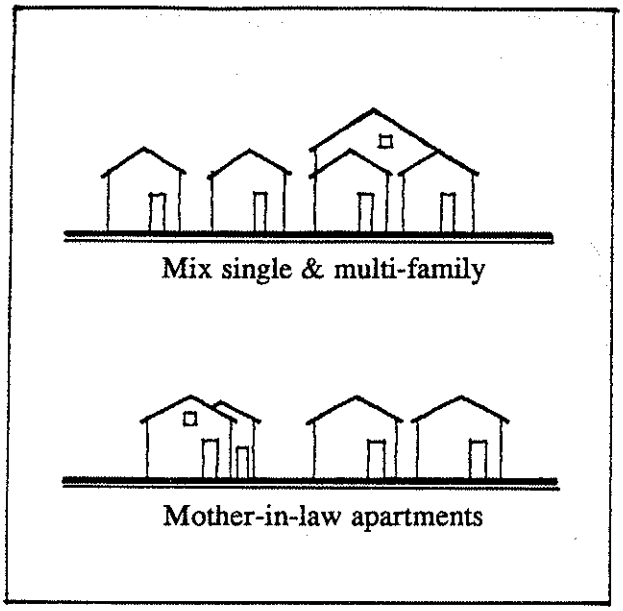
BD 6.1 Mixed-Use Building Design
NP 2.2 Residential Densities
NP 2.4 Community Focal Place
NP 5.1 Transit Access in Neighborhood Planning

Community Structure

NP 2.6 Variations of Housing Type



Different types of housing near the neighborhood center.



Housing alternatives within single-family neighborhoods.

Intent:

To create housing opportunities for all aspects of our society in every community.

To achieve desired housing densities needed to support transit and other community services.

To integrate housing for special groups of citizens like physically or developmentally handicapped, or seniors.

To create affordable housing so that young families can become established in all communities.

Guidelines:

Provide for varying types of housing to allow for greater market options and choices within each community.

Locate housing for special groups like seniors within walking distance to transit and shopping.

Follow the Site Planning and Building Design Guidelines to insure that any higher density housing will be compatible with other less dense housing.

Applicability:

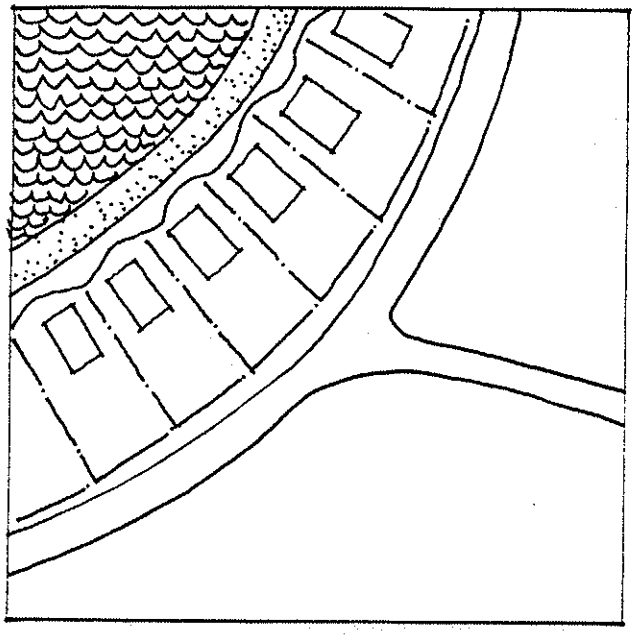
Developing communities in suburban growth areas.

Related Guidelines:

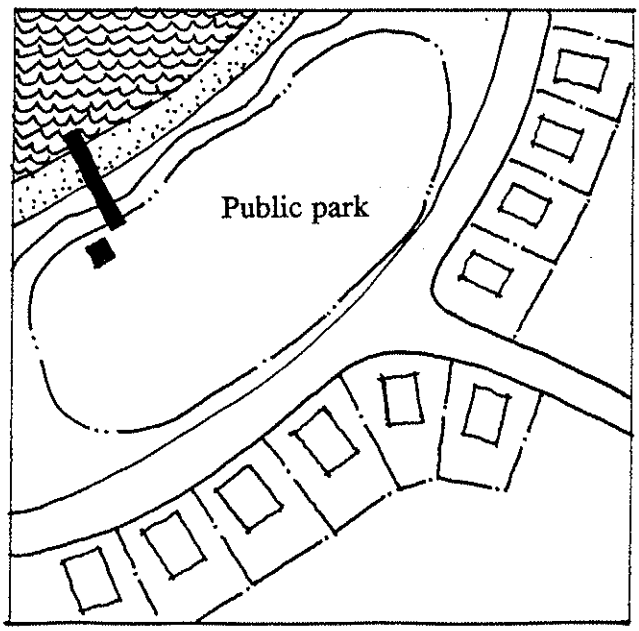
All SP and BD guidelines.

Community Open Space

NP 3.1 Creating Usable Open Spaces



Typical development.



Development providing an amenity to many more lots.

Intent:

To create community open space amenities which lend identity to a neighborhood and are used by its residences in many ways.

To create a system or "necklace" of parks which are accessible and interconnect, providing for a greater amenity to the community.

Guidelines:

Develop a variety of public open spaces in every community to provide for a variety of natural conditions and neighborhood uses.

Recreational open space is critical for the needs of a community, especially for its youth. All neighborhoods and larger communities should integrate facilities for sports and recreation, bike trails and tot playgrounds. See NP 3.2 Community Parks and Recreation for more details.

Neighborhoods should also have, when appropriate, small residential squares or pocket parks for passive recreation opportunities like strolling, sitting and meeting, and enjoying views. These squares lend identity to a neighborhood and create increased value for the properties around them. See NP 3.3 Residential Squares/Pocket Parks.

Create pedestrian and bicycle paths and activity areas for children in these open spaces.

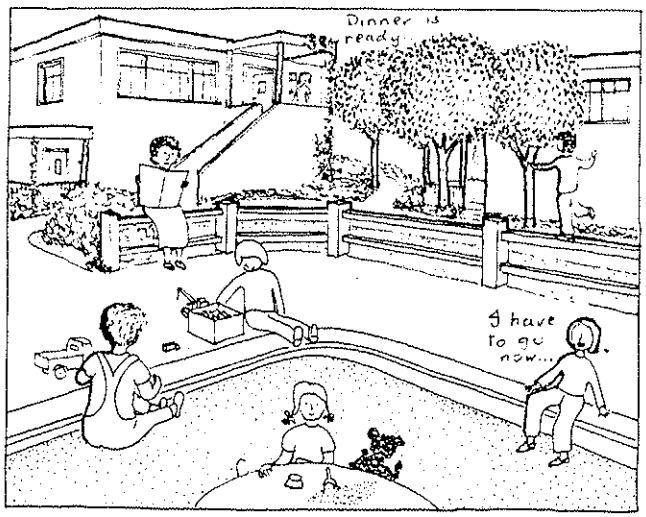
Applicability:

All neighborhoods in suburban growth areas.

Related Guidelines:

NP 3.2 Parks and Open Space
NP 3.3 Residential Squares/Pocket Parks
NP 3.4 Reinforcing Natural Features
NP 3.5 Linear Parks
NP 3.7 Bicycle Paths

Community Open Space
NP 3.2 Parks and Open Space



Cooper Marcus and Sarkissian

Small children's play areas should be sited within view of dwellings to allow casual surveillance from home.

Usable open space in a Mill Creek multi-family development which provides play area for children.

Intent:

To provide open spaces within the community for active and passive recreation.

To create open space amenities which lend identity to a neighborhood.

Guidelines:

Easily accessible open spaces for recreation should be provided to all community residents. These open spaces can include small miniparks for neighborhood use to larger community or county-wide connected systems for hiking and biking. All developers of residential projects have an obligation to work with the local government to insure that these needs are met.

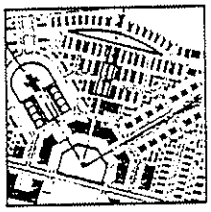
Implementation Notes:

The open space and recreation requirements may be met in a number of ways:

- by providing on-site open space
- by providing off-site public facilities
- by contributing to the local governments park and recreation fund (development impact fees)
- by setting aside land for park development

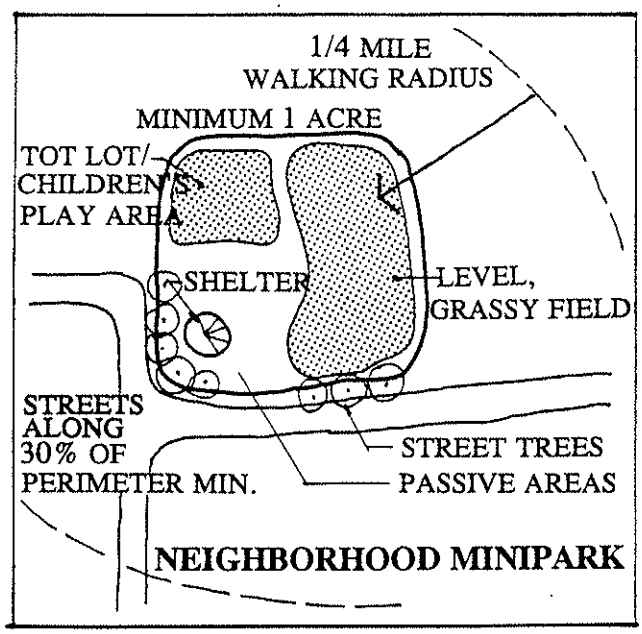
The local government should prepare:

- A parks open space and recreation plan that identifies planned projects and/or performance standards for parks and recreation.



Community Open Space

NP 3.2 Parks and Open Spaces (cont.)



Implementation Notes (cont.):

- o A means for funding or providing the facilities as development occurs and the population increases.
- o A process to work with developers by which to easily facilitate project review and establishment of project requirements.

There are several different standards for park planning, the simplest being the often quoted 10 acres of open space per 1000 residents. In reality, such a simplified standard is difficult to meet and says nothing about the quality of the open space nor appropriateness to local needs.

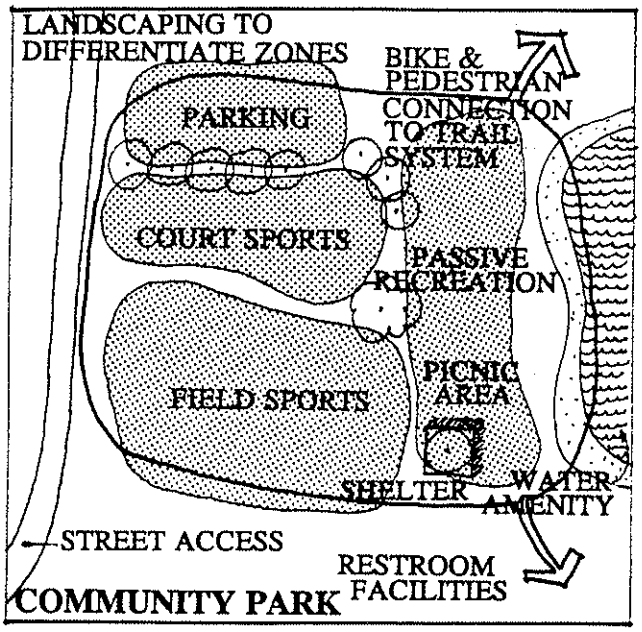
Generally parks departments set their own policies through a technical needs analysis with public participation. The amount and type of development participation should depend on the situation.

There are many different types of open spaces for recreational needs. Open spaces range in size from neighborhood miniparks for toddlers and passive recreation to community sports facilities for football and softball, to linear pedestrian and bicycle path systems through protected areas.

This guideline addresses two types: neighborhood parks/playgrounds (miniparks) and community parks. Small open space for passive uses like strolling and meeting are discussed in NP 3.3 Residential Squares/Pocket Parks.

Community Open Space

NP 3.2 Parks and Open Spaces (cont.)



Neighborhood Park/Playground (Miniparks)

Miniparks, generally less than 2 acres in size are recreation areas for neighborhood youth. These areas support informal recreational needs, like small fields for kicking a soccer ball or passing a football or frisbee. Other uses could include more passive recreation like reading and strolling. Neighborhood playgrounds should also have small children's play areas.

Miniparks usually serve each neighborhood pedestrian unit (or about 1,000 residents). At least 30% of its edges should front and be accessible from local streets with sidewalks. Local streets should accommodate parking for miniparks under 2 acres. The main criteria for the siting of miniparks is that they be within a 1/4 mile walking radius of nearly all the residents in a neighborhood and have clear and safe access for pedestrians and bicycles.

Typical facilities for miniparks include the following.

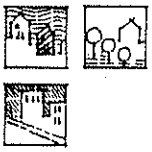
* Level grassy field for informal ball sports
* Children's play facility
* Benches, small tables or a gazebo structure for neighborhood events.
* Landscaping to define specific use zones within the park and provide a screen to street traffic.

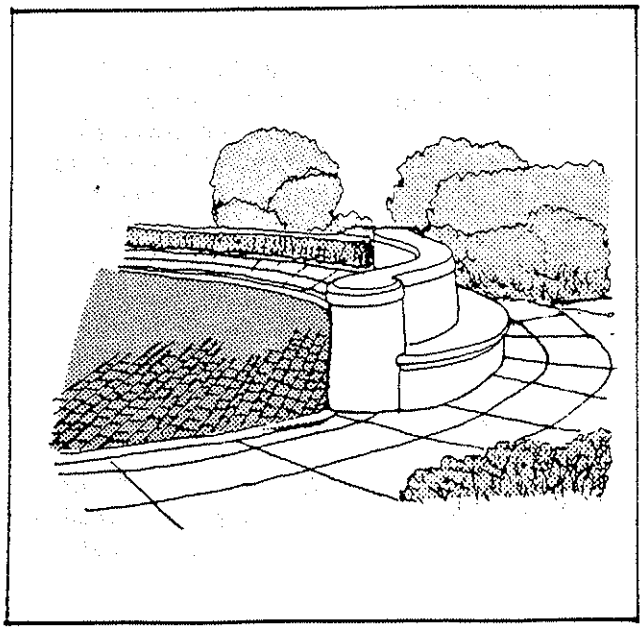
Community Park

Community Parks serve several neighborhoods and up to 5,000 residents. These parks demand greater care in siting and can adjoin schools or amenities like lakes. Siting criteria should include that the location of community parks be within 1/2 mile of nearly all residents. Access should principley be by walking and bicycling, but provisions for parking should also be made.

Community Open Space

NP 3.2 Parks and Open Spaces (cont.)





Urban Resource Inventory for Seattle

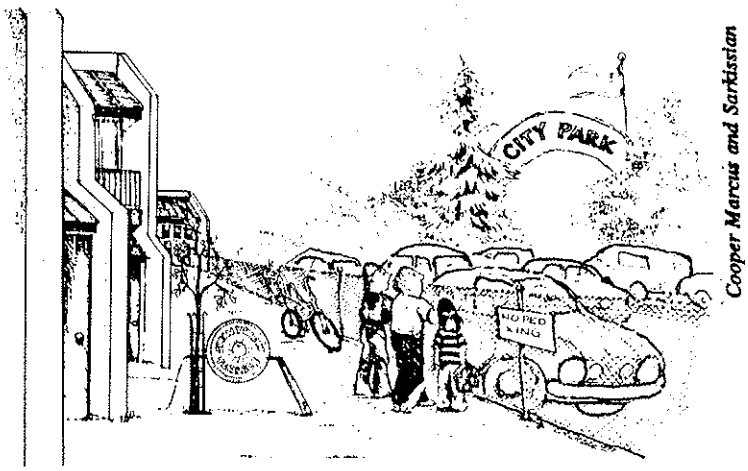
Park furniture.

Applicability:

All neighborhood development in urban growth areas.

Related Guidelines:

NP 1.1 Pedestrian Oriented Communities
NP 2.3 Community Service Units
NP 3.1 Creating Usable Open Space
NP 3.4 Reinforcing Natural Features
NP 3.5 Linear Parks

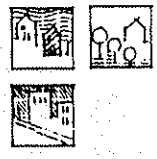


Cooper Marcus and Sarkissian

If a local park is situated across a busy road from the housing it is suppose to serve, it might as well be miles away in terms of accessibility to children.

Community Open Space

NP 3.3 Residential Squares/Pocket Parks



A residential square, bordered by streets.

Intent:

To create defined, intimate public spaces which lends identity to the homes which surround it.

To allow for a variety of uses and users. For example, tot-lots and benches for reading and meeting, etc.

Guidelines:

An open space of at least 1/2 acre should be set aside as a residential square for every 200 units, in addition to other required spaces. This space allotment may take the form of a number of small squares, no smaller than 1/4 acre.

Squares should have neighborhood landmarks like fountains, monuments and bandstands to create focal points and organize other park elements, like lighting, landscaping and furniture.

Landscape elements should not generally restrict gathering and circulation. The edges of the square should be clearly defined.

Site mainly residential uses adjoining the square, though appropriate exceptions allowed for public and educational facilities.

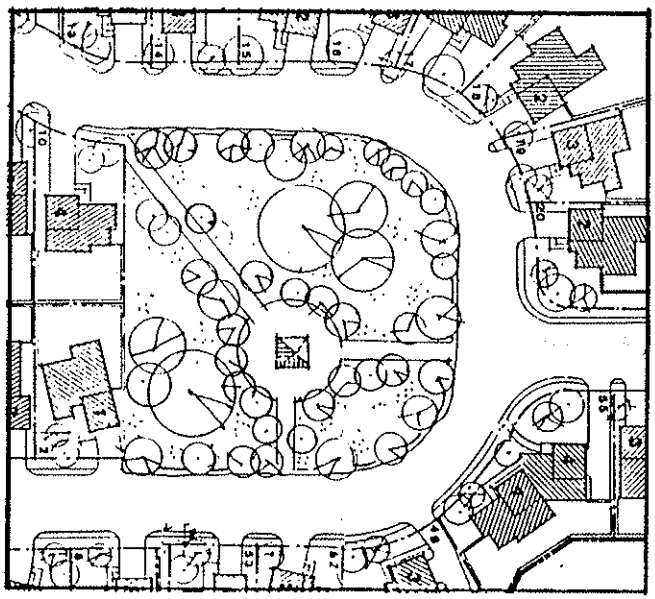
Integrate residential squares into the pattern of neighborhood streets around it. Locate adjacent to streets which connect to other squares or to the neighborhood center.

At least 66% of the perimeter should be visible and accessible from the streets, making them safer places to be in. Visibility enhances resident's responsibility for maintenance, vigilance and safety, in addition to appreciation.

Provide for parking on streets adjoining the square only, no parking lots should occupy the land for residential squares/pocket parks.

Community Open Space

NP 3.3 Residential Squares/Pocket Parks (cont.)



Cho, Wilks & Benn

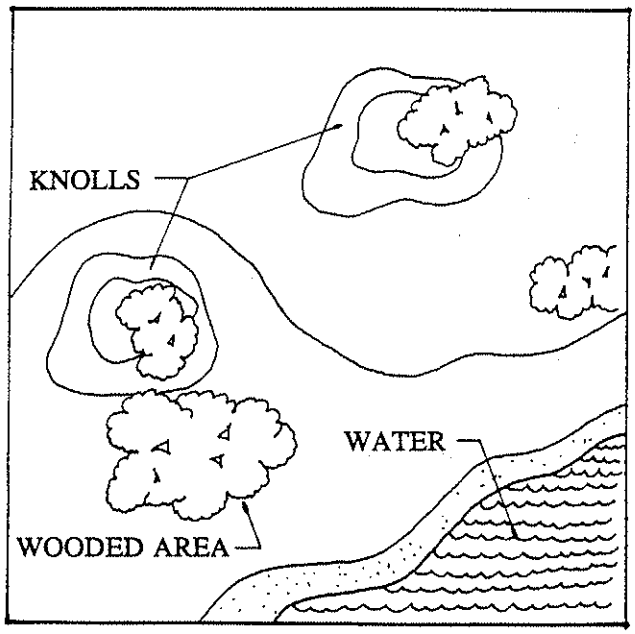
Applicability:

For developments of 200 residential units in suburban growth areas.

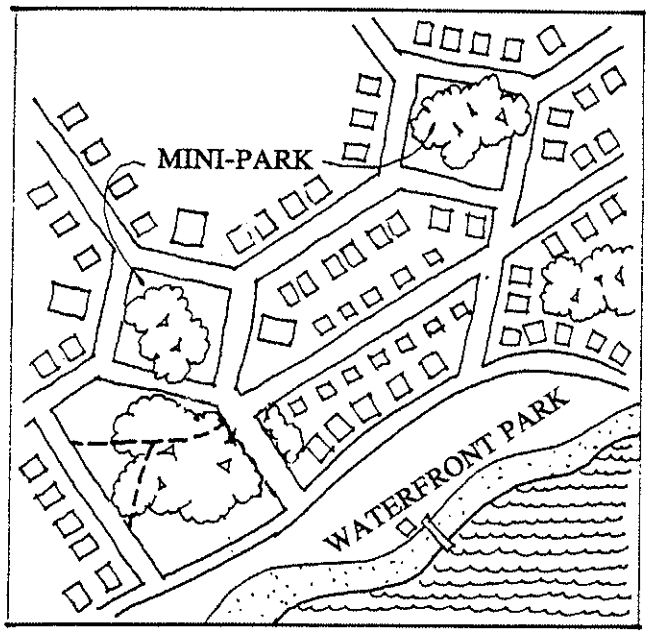
Related Guidelines:

NP 2.1 Neighborhood Pedestrian Units
NP 3.1 Creating Usable Open Space
NP 3.2 Parks and Open Space
NP 3.4 Reinforcing Natural Features

Community Open Space
NP 3.4 Reinforcing Natural Features



Natural features of the land before development.



Using the natural features to create neighborhood amenities.

Intent:

To create open spaces which are not just non-buildable leftover land, but one of the first elements considered in the site layout of a new neighborhood.

To retain open spaces as amenities for the community.

Guidelines:

Retain existing natural features like high points (knolls and hills), ponds and streams as community open space.

Concentrate development on the land of least visual or natural value. This land will be enhanced in value by the open space.

Preserve existing natural landmarks like significant trees and reinforce man-made landmarks like farmhouses and silos.

Incorporate passive recreational opportunities, especially trails and footpaths into the natural areas, except where such access conflicts with important habitat resources.

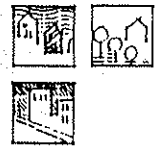
Applicability:

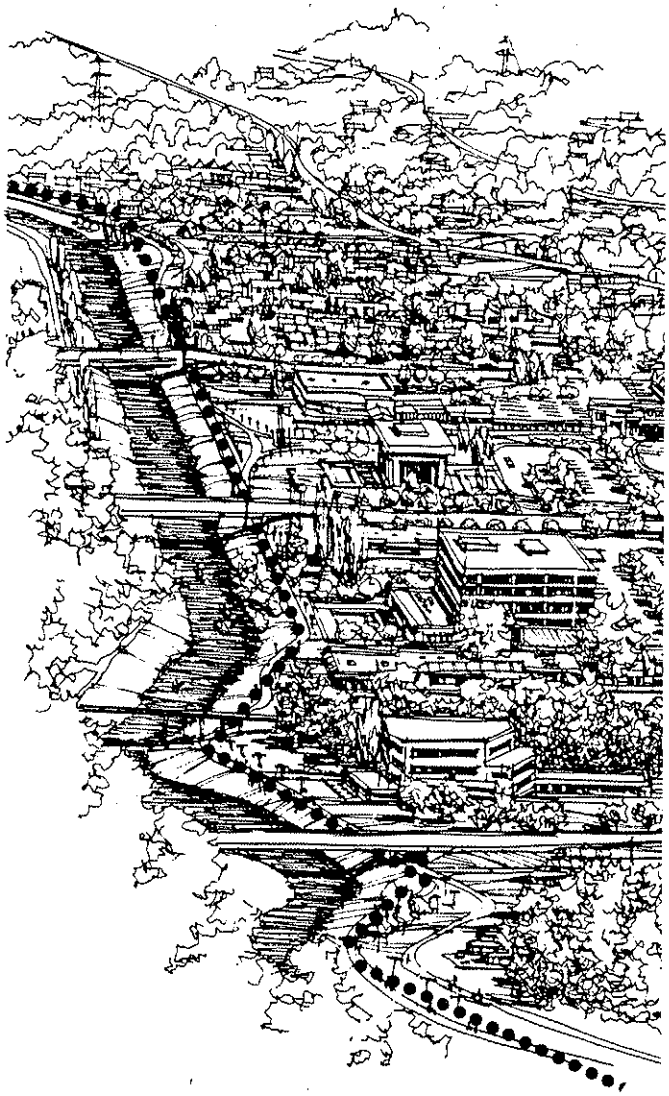
All multi-lot developments in suburban growth areas.

Related Guidelines:

NP 3.1 Creating Usable Open Spaces
NP 3.5 Linear Parks

Community Open Space
NP 3.5 Linear Parks





A linear park system of trails along the Sammamish River.

Intent:

To create an interconnected system of parks which lend identity and a sense of openness to a neighborhood.

To enhance pathways, streets and greenbelts, shorelines and stream corridors.

Guidelines:

Enhance boulevards, stream corridors, shorelines and major pedestrian pathways with landscaped open space. Plan these "linear parks" to be an integrated system. Incorporate natural features such as greenbelts, steep wooded slopes and shorelines into the system.

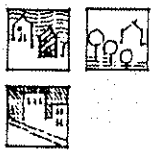
Applicability:

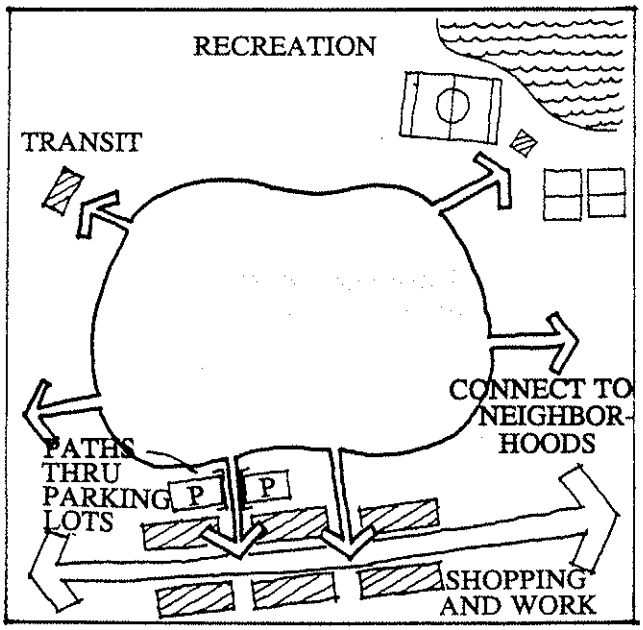
All multi-lot developments, especially where the opportunity occurs to integrate the development into a planned city or town-wide system.

Related Guidelines:

NP 3.1 Creating Usable Open Spaces
NP 3.6 Pedestrian Connections
NP 3.7 Bicycle Paths

Community Open Space
NP 3.6 Pedestrian Connections





Pedestrian paths connecting out from a neighborhood.

Intent:

To provide convenient pedestrian connections to public and commercial facilities.

To increase activity and social interaction.

To develop visual and functional links that unify the community.

Guidelines:

The edges of streets in residential neighborhoods are, as public open space, the main paths for pedestrians. Sidewalks should be provided on all streets to provide safe pedestrian access.

Provide convenient pathways connecting residences to public, recreation, transit and commercial facilities.

Connect paths or trails through open space systems by sidewalks.

Pathways should be handicapped accessible according to Washington State standards (see *Illustrated Handbook for Barrier Free Design*). Also note the Federal ADA requirements.

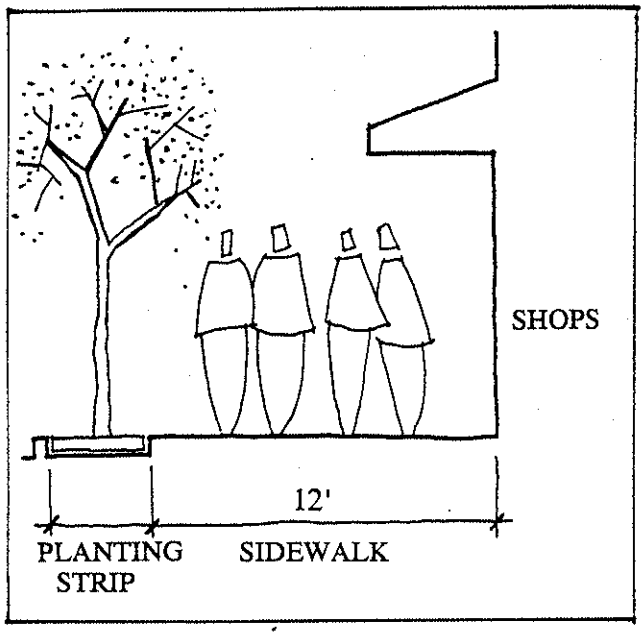
Incorporate landscaping and pedestrian facilities into a pathway system. Trees and other landscaping element should be incorporated to provide buffers and shade. Benches, trash cans, lighting and other pedestrian furniture should be addressed and provided as needed.

The paving surface on all pedestrian paths should be appropriate to their use.

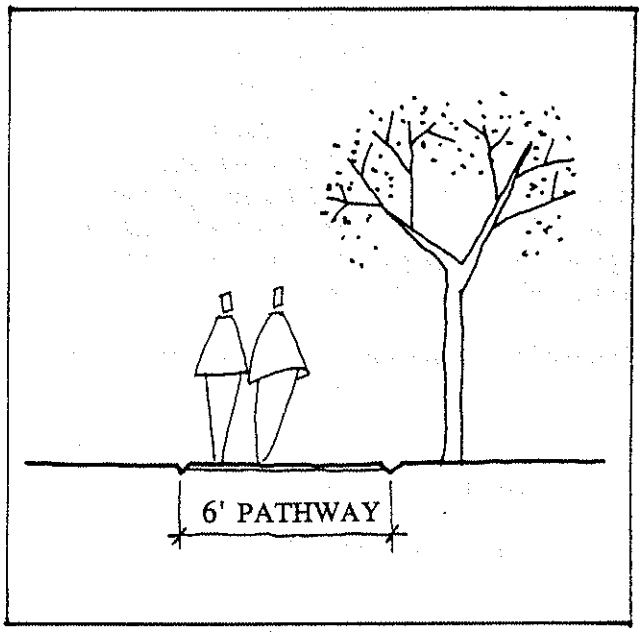
- o Modular pavers for high use crosswalks and high profile spaces.
- o Concrete for sidewalks.
- o Seamless materials like asphalt for bike/skating trails.

Community Open Space

NP 3.6 Pedestrian Connections (cont.)



In shopping areas and around transit stops a 12' sidewalk is appropriate.



This pathway allows a couple to walk abreast comfortably.

Guidelines (cont.):

o Crushed gravel, etc., for nature trials.

Lighting should be scaled to the pedestrian (see S 2.7 Lighting Design).

Consider the following design criteria for pedestrian paths.

o A minimum four foot wide sidewalk on local streets with low pedestrian volumes.

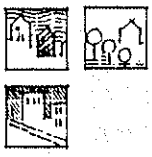
o A six foot wide pathway will allow a couple to walk comfortably abreast and is suitable for collector streets.

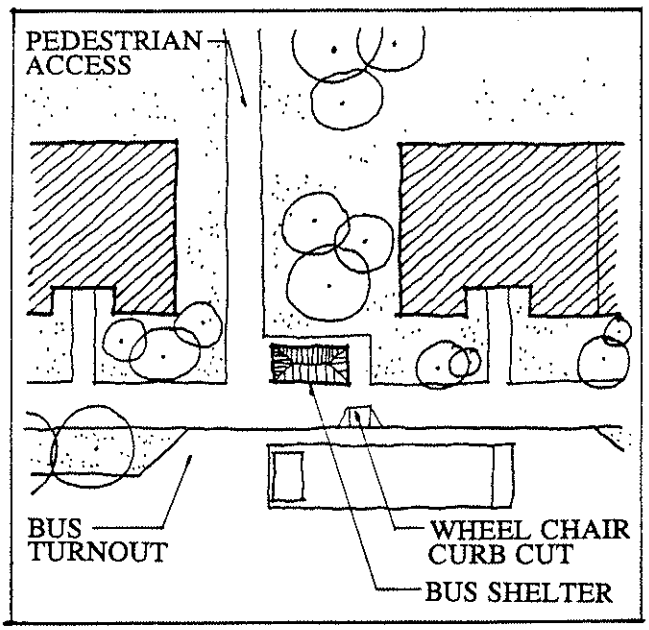
o An eight foot wide pathway will accommodate pedestrian traffic of at least 1000 persons per hour and is suitable for the heaviest used recreation trails. (Seattle's heavily used Greenlake path, and the Burke Gilman Trail are 8' wide accommodating pedestrians, joggers, roller skaters and bicycles.)

o A pedestrian path of 10' to 12' can accommodate groups of people walking two abreast and will allow two couples to pass each other. A 12' walk is appropriate adjacent to shops and transit stops. A path near a major park feature, commercial center or transit center should be at least 12' wide.

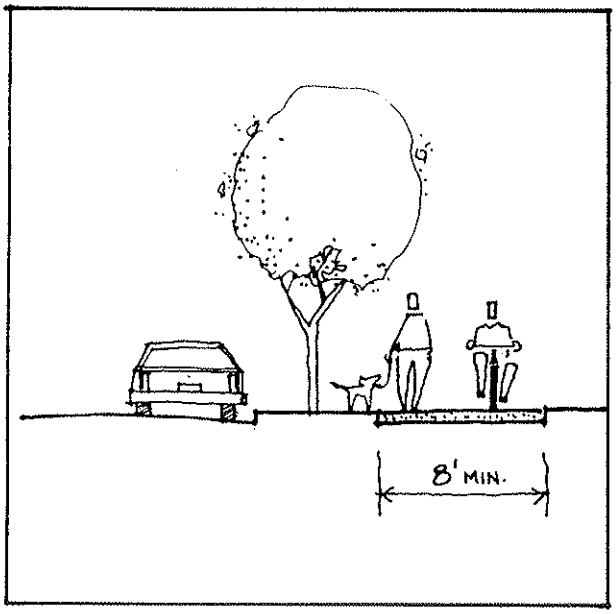
Note that pathways should also include an additional planting or buffer strip to separate pedestrians from the street and provide room for street light poles, pedestrian amenities, street trees, etc.

Community Open Space
NP 3.6 Pedestrian Connections (cont.)





A pedestrian path running through the block to connect to a transit stop.



Combination bicycle and pedestrian paths should be a minimum of 8' wide.

Guidelines (cont.):

A pedestrian and bicycle pathway plan for all developments over 25 acres should be submitted for approval. The pedestrian and access plan should indicate pathway or sidewalk widths, amenities, landscaping, lighting and connections to other pathway systems within the jurisdiction.

References:

Accommodating the Pedestrian, Richard Untermann
Site Planning, Kevin Lynch

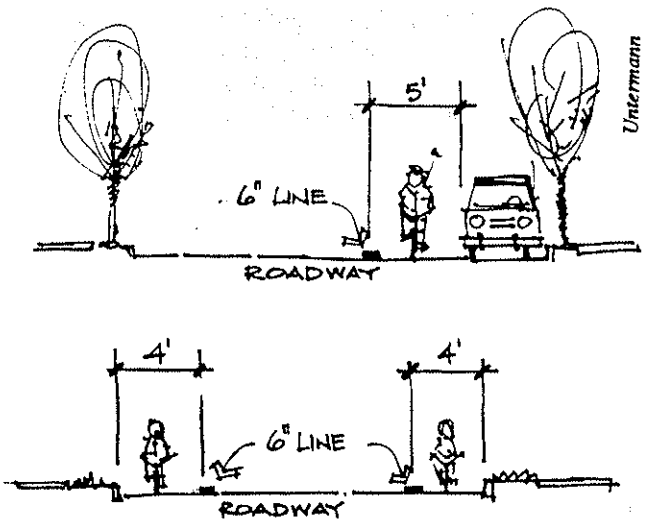
Applicability:

All multi-lot developments.

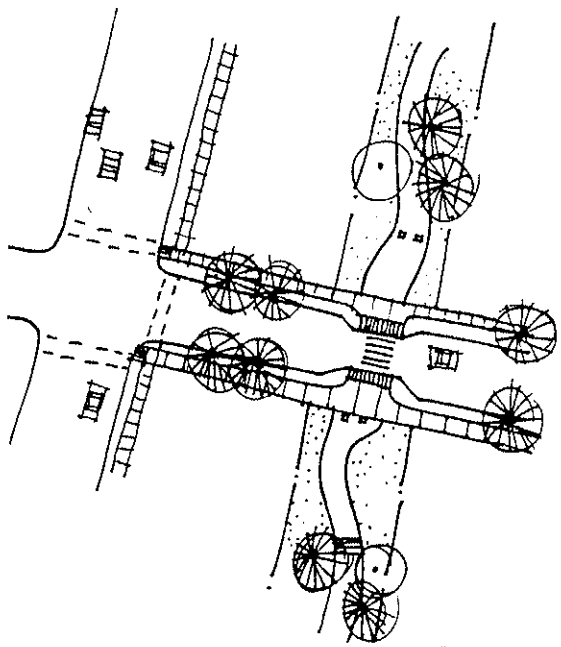
Related Guidelines:

NP 3.5 Linear Parks
NP 3.7 Bicycle Paths
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction

Community Open Space
NP 3.7 Bicycle Paths



Bicycle paths along streets should be minimum of four feet wide and five feet near parked cars.



Move heavy bike trail crossings away from intersections whenever possible. A seperate mid-block crossing improves bicycle flow and is generally more attractive.

Intent:

To encourage bicycling as a safe, convenient mode of transportation.

Guidelines:

All multi-lot developments over 25 acres should provide bicycle pathways or routes, especially if they connect to a planned public bicycle/pedestrian trail system. The applicants for all multi-lot developments over 25 acres should submit a pedestrian and bicycle plan for approval (see NP 3.6).

Applicability:

All developments that are over 25 acres and/or are connected or adjacent to planned public pedestrian/bicycle trail systems.

Related Guidelines:

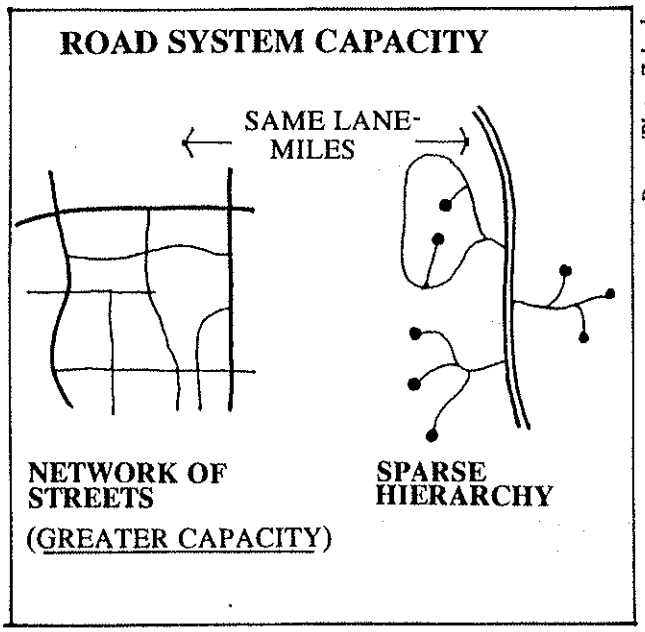
NP 3.5 Linear Parks
NP 3.6 Pedestrian Connections

Reference:

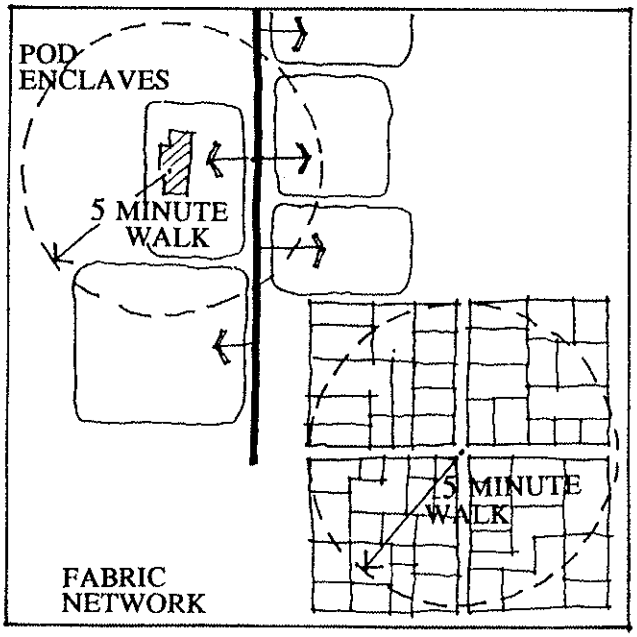
Accommodating the Pedestrian, Richard Unterman

Street Layout and Design

NP 4.1 Network of Streets



A network of streets has a greater capacity with the same amount of lane-miles.



Residents can reach many more destinations on foot in a fabric network blocks.

Intent:

To encourage a variety of paths for flexibility and ease of traffic flow.

To slow traffic down to safe speeds in residential areas.

To provide good neighborhood scale by making the size of the neighborhood blocks comprehensible and allowing for greater block identity.

To allow for ease of interaction between adjacent neighborhoods, extending their street patterns and organization.

Guidelines:

Street pattern should emphasize a grid or connected network of streets rather than long irregular loops with dead-ends and cul-de-sacs. Such a network will provide better traffic flows, orientation and shorter trips within the neighborhood. Streets should form a network by providing regular and frequent intersections. Intersections should occur at no more than 400 foot intervals.

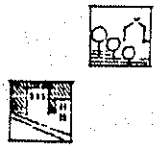
Distort and transform grid layout to account for existing topography, natural features, landscape and buildings.

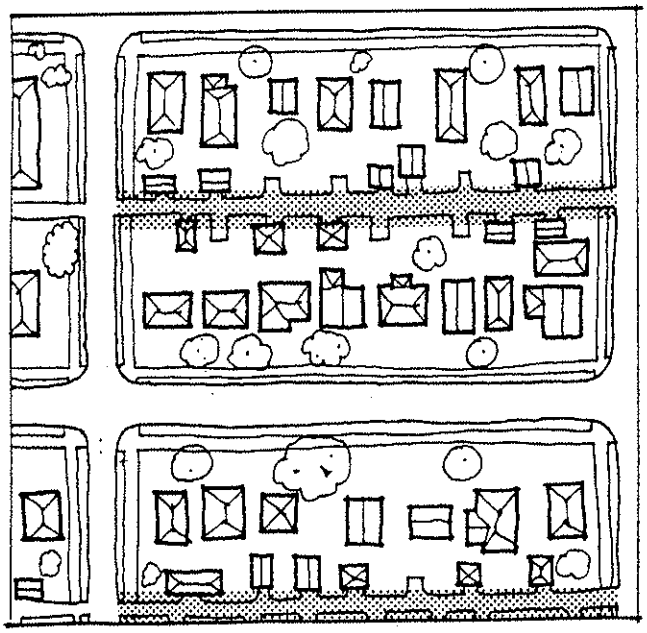
Streets should interconnect neighborhoods. At least 33% of neighborhood streets should be through streets.

Allow for future connections where topography permits a street to extend, but there is not at present adjoining development, by letting streets stop at property lines.

Street Layout and Design

NP 4.1 Network of Streets (cont.)





Alleys, often overlooked in planning, can provide for services, resident parking and utilities in a very narrow width.

Alleys have proven very useful in reducing on-street parking pressure and pedestrian/driveway conflicts. Therefore, they should be considered when designing a street system.

Alleys also are the most appropriate locations for utilities and other service facilites. By locating garages to alleys the appearance of the street and neighborhood is improved.

Applicability:

Developing communities in suburban growth areas.

Related Guidelines:

NP 2.4 Community Focal Place
NP 3.4 Reinforcing Natural Features
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction
NP 4.7 Alleys

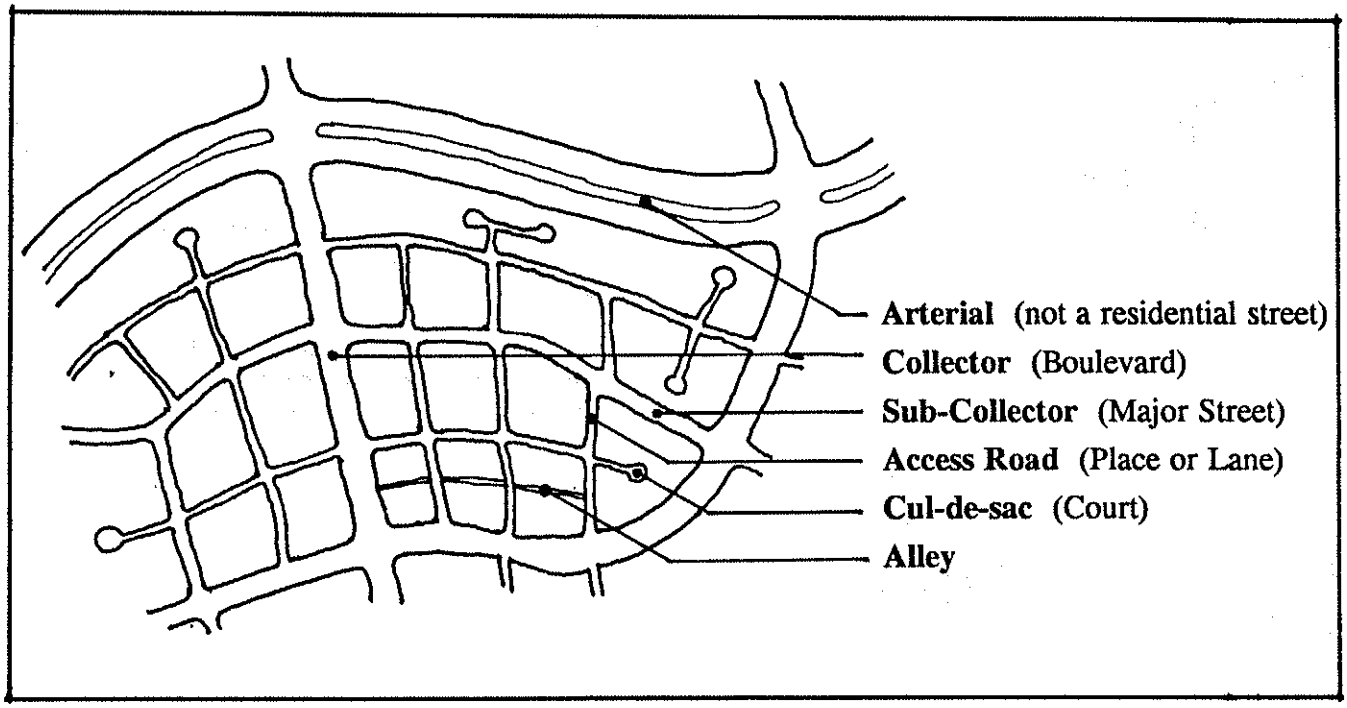
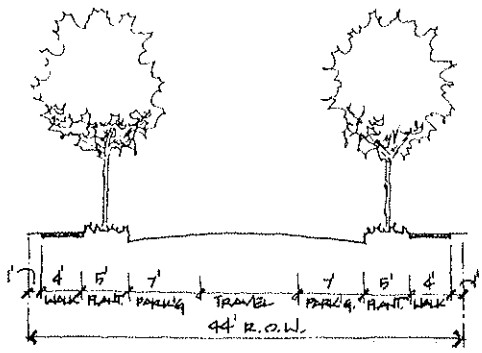
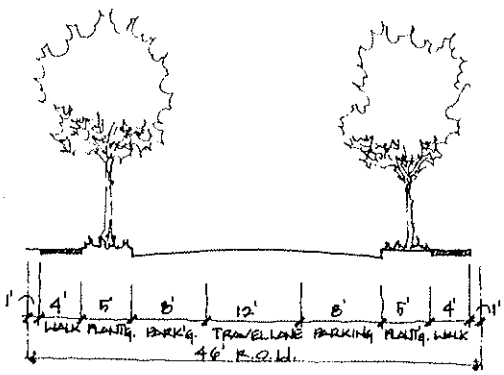


Diagram illustrating Arterial, Collector, Sub-Collector and Access Streets.

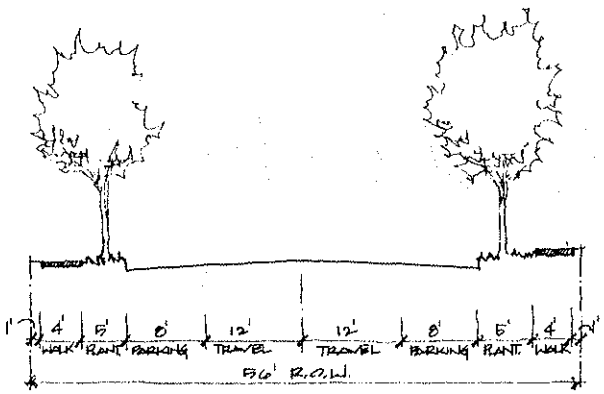
Street Layout and Design
NP 4.2 Residential Street Widths



Typical dimensions for an Access street.



Typical dimensions for a Sub-Collector street.



Typical dimensions for a Collector street.

Intent:

To minimize the amount of land and paving necessary for streets while maintaining safe, efficient vehicular and pedestrian circulation appropriate within residential districts.

Guidelines:

The minimum dimensions on the following pages should be used as the basis for street design unless there is a demonstrated overriding concern. Any street design with wider curb-to-curb pavement width should be based on a specific traffic safety analysis.

Include paved areas for bicycle traffic within the roadway or a separate path if the street is along a bicycle route. Include provisions for special landscaping if the street is on a greenway or boulevard. Include provision for transit stops and traffic if the route is on a transit route or may be appropriate for a future transit route.

Transit routes are located on arterials and collector streets which should be designed to accommodate over-sized vehicels like buses.

The recommended dimensions and performance criteria are adopted from *Residential Streets 2nd Ed.* published by the American Society of Civil Engineers, National Association of Home Builders and the Urban Land Institute.

Applicability:

All multi-lot developments in emerging urban and suburban areas where street systems are being developed.

Related Guidelines:

All of the NP 4 series - Street Layout and Design

References:

Residential Streets 2nd Ed., ASCE, et.al.
Livable Streets, Appleyard.
Model Subdivision and Site Plan Ordinance, Listokin.

Design Criteria for Residential Streets

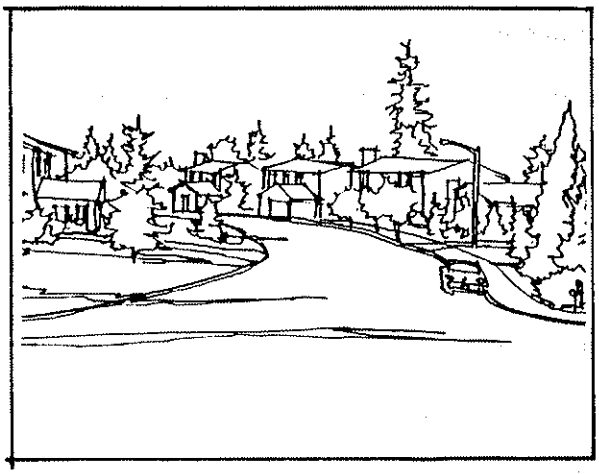
(based on Residential Streets by ASCE, ULI and NAHB)

Portland has recently adopted similar new residential street widths.

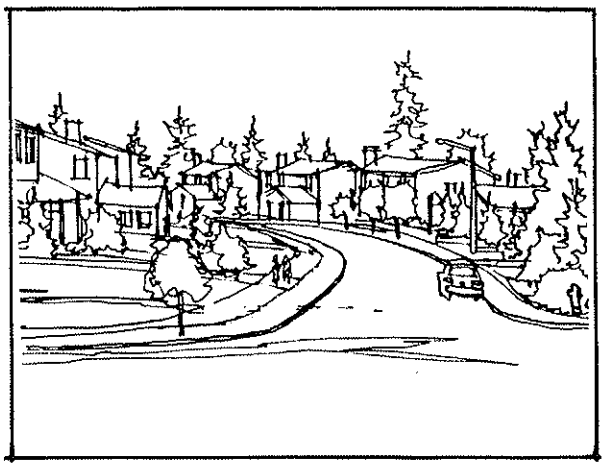
Classification	Collector	Local Neighborhood Streets Sub-Collector	 Access Street
Characteristics	Principal traffic arterial within residential areas. Conveys traffic from arterials to lower order streets.	Conveys traffic from collectors to access streets.	Carries very little or no through traffic. a.k.a. place or lane
Usual Avg. Daily Traffic (Vehicles)	1,000 - 3,000	250 - 1000	0 - 250
Lane Configuration	at least two 12' lanes two 8' parking lanes	one 12' travel lane* two 8' parking lanes or two 10' travel lanes one 8' parking lane	one 11' travel lane* two 6' or 7' parking lanes
Curb to Curb Width	40'	28'	22-24'
Recommended R.O.W. Including Sidewalks on Both Sides	60' allows concessions on setback	48' - 50' with alley	44' (48' - 50') *2
Level Design Speed	35 mph	20 mph	20 mph
Range of Desirable Centerline Curve Radius	300' - 500'	150' - 300'	100' - 150'

*accommodates two way traffic - if the block is limited to a length of 300 feet. Streets can be narrower by eliminating one side of parallel parking, especially where homes are accessible to an alley.

*2 the book references this number but 48-50 is typically used in Snohomish County

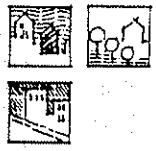


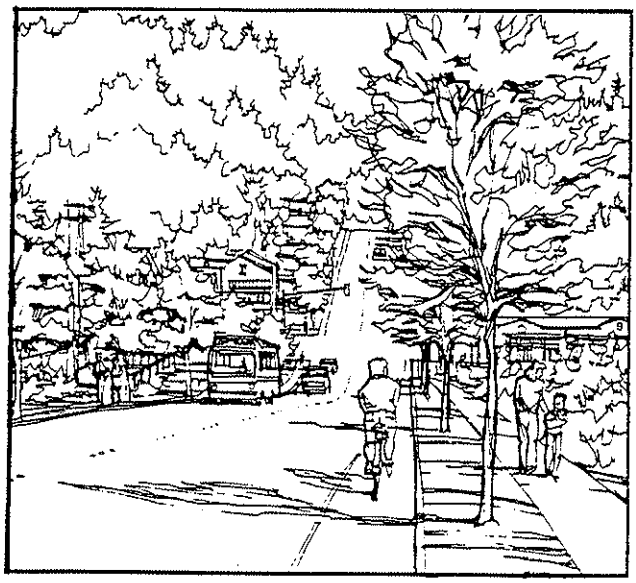
Too wide a street encourages dangerous high speeds.

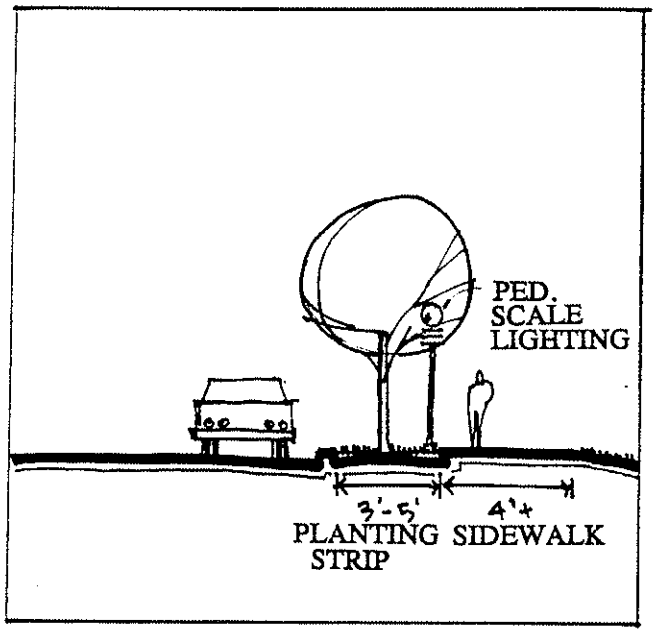


A more appropriately sized residential street.

Street Layout and Design
NP 4.3 Residential Street Construction







The street edge.

Intent:

To provide safe, durable and attractive public streets.

Guidelines:

A sidewalk at least 4' wide should be provided along both sides of the street. A planting strip with lawn at least 3' to 5' should separate the walk from the street. The planting strip allows easier installation of street lights, utilities and street trees and increases children's safety and pedestrian comfort.

Street trees should be provided along both sides of the street (see NP 4.4 Street Trees).

Six inch high vertical barrier curbs or integral curb and gutters should be installed along all roadways except in rural areas. Vertical curbs are greatly preferred over mountable or rolled curbs. Asphalt curbs should be used only in very low traffic areas and are not appropriate to urban or suburban conditions.

Wheelchair ramps should be installed at all corners. Adhere to Washington State barrier free design standards.

Crosswalks should be marked at all intersections along collector streets.

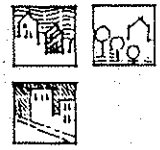
Parallel parking along the edge of the street separates pedestrians from vehicular flow.

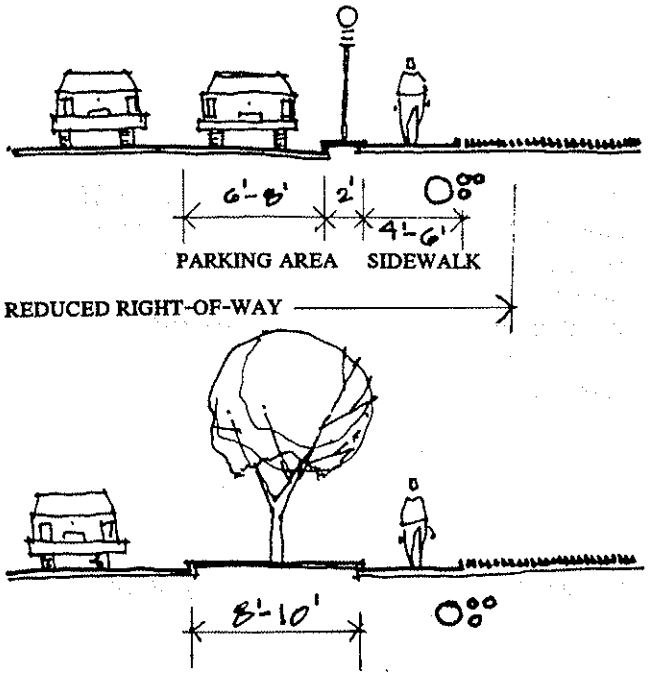
Wherever possible, utilities should be placed underground.

Street light poles and fixtures should relate to the architectural and design character of the neighborhood. Lower height street lights are preferable in most cases to the taller street lights.

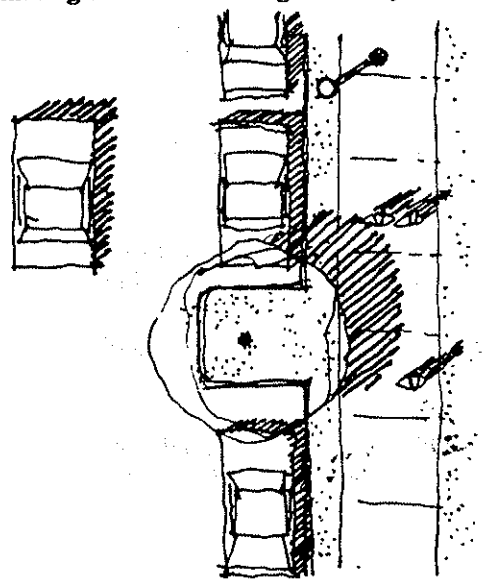
Street Layout and Design

NP 4.3 Residential Street Construction (cont.)





Alternating on-street parking with tree planting beds can provide the street with trees while retaining smaller width right-of-ways for utilities.



Alternate parking and tree planter lane.

Guidelines (cont.):

Consideration should be given to differentiating collector streets from local streets (subcollector and access streets) with street light fixtures and illumination levels.

Applicability:

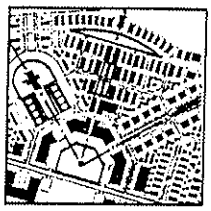
All urban and suburban developments in which public streets are being constructed.

Related Guidelines:

All NP 4 Guidelines and Street Layout and Design.

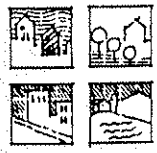
References:

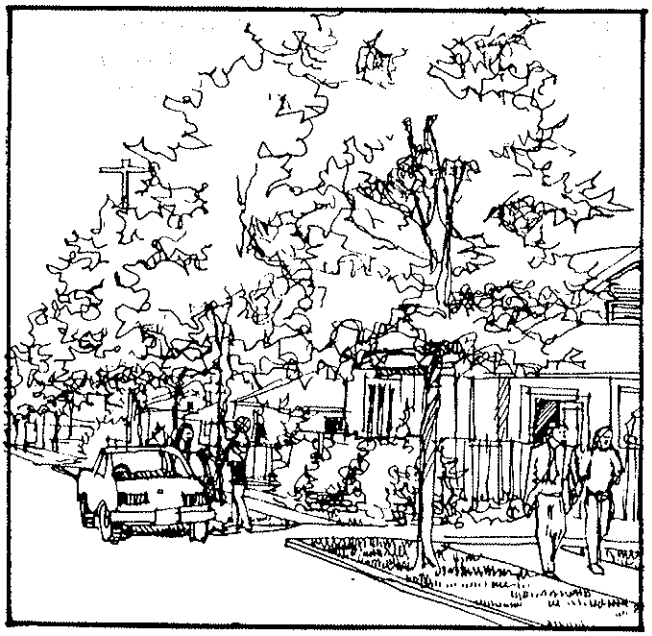
Residential Streets, 2nd Ed., ASCE, UCI, NAHB



Street Layout and Design

NP 4.4 Street Trees





Intent:

To upgrade the visual quality of neighborhoods and create a superior residential setting.

To provide shade and improve environmental conditions.

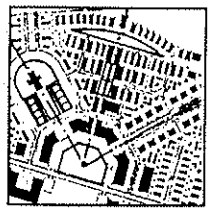
Guidelines:

Provide street trees on both sides of all streets.

Choose hardy species that are appropriate to the situation. For example, if a large tree would block views, choose a short tree. If a dense tree would excessively shade a neighbor's property to the north, choose a species without dense foliage or a smaller tree species. Where the local government has a street tree plan, plant street trees according to the plan.

Generally, along arterial and collector streets where streetscape continuity is important, uniform rows of street trees are appropriate (in other residential settings a variety of street tree species and irregular tree spacing may be preferable, especially if existing trees have been retained along the edges of the street).

Street trees should be at least 2" caliper and preferably 2 1/2" to 3" caliper as measured 4' above the ground. Typical spacing is between 20' and 30' depending on the size of the species.



Street Layout and Design

NP 4.4 Street Trees (cont.)

Recommended Street Trees

Small or Narrow Trees
Columnar Norway Maple, *Acer platanoides*
Armstrong Maple, *Acer rubrum*
Katsura Tree, *Cercidyphyllum japonicum*
Flowering Ash, *Fraxinus ornus*
Columnar Ginko, *Ginko biloba*
Silverbell, *Halesia monticola*
Bay Laurel, *Laurus nobilis*
Flowering Crabapples, *Malus floribunda*
Columnar Sargeant, *Prunus sargenti colunaris*
Autumn Flowering Cherry, *Prunus subhirtella autumnalis*
Bradford or Flowering Pear, *Pyrus calleryana and var.*
California Laurel/Oregon Mrytle, *Umbellularis*
Snowdrop Tree, *Styrax japonica*

Medium Sized Trees
Crimson King Maple, *acer platanoides*
Sycamore Maple, *Acer pseudo platanus*
Red Maple and vars., *Acer rubrum*
Sugar Maple and vars., *Acer saccharum*
River and Paper Birch, *Betula jacquemontil*
Flame or Marshall Seedless Ash, *Fraxinus and vars.*
Honey Locust, *Gleditsia*
Crabapples *Malus and vars.*
Dawn Redwood, *Metasequoia*
Seedless Mulberry, *Morus alba*
Flowering Cherry, *Prunus serrula and vars.*
Scarlet, Pin, Willow, or Texas Red Oaks,
Quercus coccinea and vars.
Little Leaf Linden, *Tilia cordata*
Chinese Elm, *Umus parvifolia*
Village Green Zelkova, *Zelkova serrata*

Large Boulevard Trees
Horse Chestnuts, *Aesculus hippocastanum*
Chinese or Spanish Chestnuts, *Castanea mollissima*
European Beech, *Fagus silvatica*
Maidenhair Tree, *Ginko biloba*
Kentucky Coffee Tree, *Gymnocladus dioicus*
Wing Nuts, *Pterocarya spp.*
Tulip-Poplar, *Liriodendrum tulipfera*
Red Oaks, *Quercus rubra*

List of hardy street trees from the Seattle City Arborist and University of Washington.

Implementation Note:

Many communities have found that a street tree plan indicating preferred species for specific streets, boulevards, scenic routes or districts have been very effective in upgrading neighborhood qualities. Also, lists of preferred street trees are helpful to provide public works departments and property owners in choosing hardy, easily maintained trees. A sample preferred street tree list is included.

Applicability:

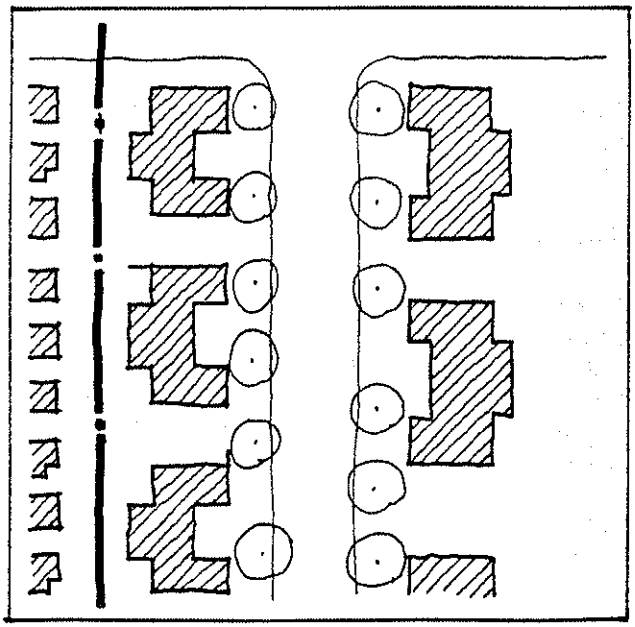
All streets in urban and suburban areas.

Related Guidelines:

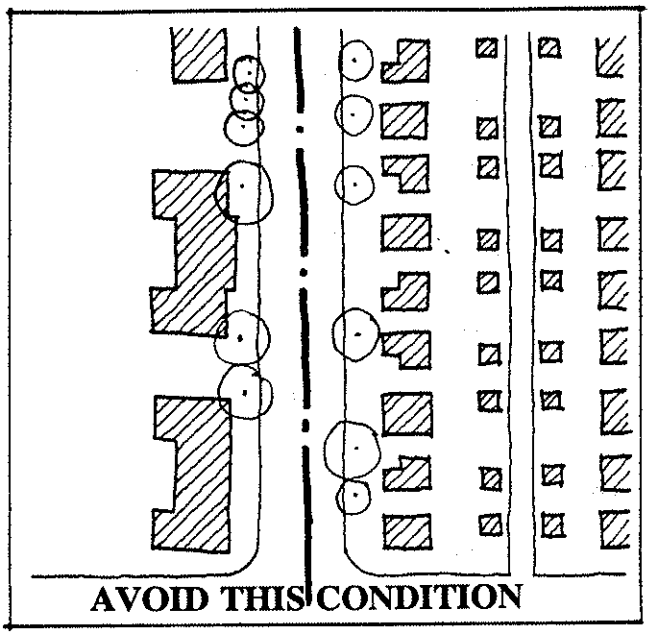
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction

Street Layout and Design

NP 4.5 Unified Streets



Changing boundaries between uses or zoning within the block creates a more unified street.



Changing zoning or uses in the middle of a street can create an ununified streetscape.

Intent:

To create good neighborhood streets which are unified places, not boundaries between areas.

To encourage a sense of community by creating a cohesive environment.

Both sides of a street should have similar landscaping, building character and use. Buildings on one side of the street should relate to the street in a similar way as buildings on the other.

Guidelines:

Generally change building types or uses in the middle of a block not on either side of the street.

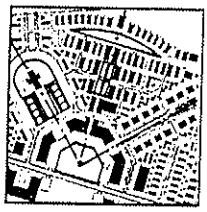
Buildings and landscaping on one side of the street should complement the other.

Applicability:

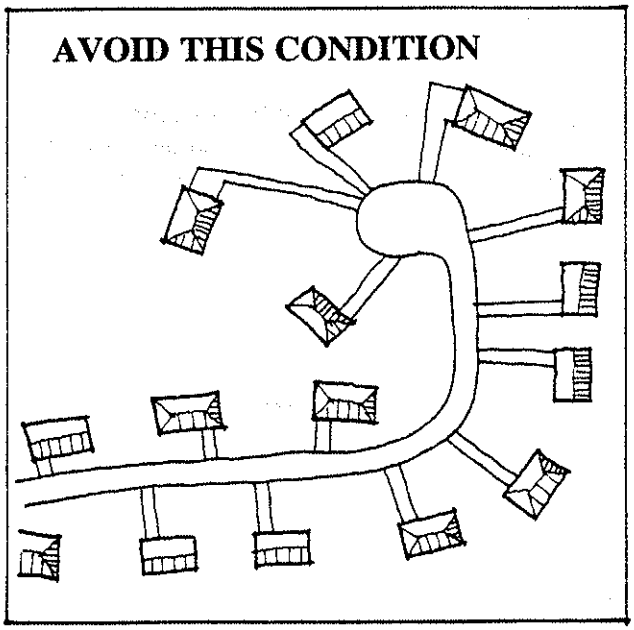
Developing communities in suburban growth areas.

Related Guidelines:

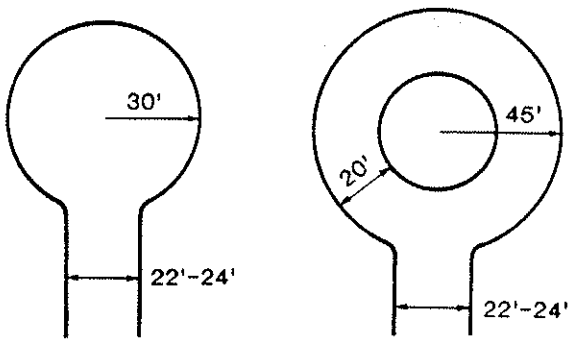
2.2 Residential Densities
2.5 Mix of Uses
2.6 Variations of Housing Type
4.1 Network of Streets



Street Layout and Design
NP 4.6 Cul-de-Sacs/Courts



Cul-de-sacs of greater than 400' should be avoided.



Circular turn arounds from *Residential Streets, 2nd Edition*.

Cul-de-sacs/courts are streets which do not interconnect with other streets.

Intent:

To reduce travel distances, increase pedestrian convenience, while providing for emergency vehicle access.

Guidelines:

As a general rule, cul-de-sacs and dead ends are discouraged because they increase travel time within the residential district compared with a connected network street system. The exception may be in rural areas where integration into natural landscaping and clustering of units is important.

Cul-de-sacs and courts should have a maximum length of 400' or typically be restricted so that the end is visible from the access point.

Cul-de-sacs should have a maximum turning radius of 30'. Where a local government's emergency vehicles require a greater turn-around radius, cul-de-sacs should not be constructed. The use of a circular turn around is preferable to a "Y" or "T" turn around except on rural streets serving 10 residences or less.

Applicability:

All conditions where new residential roadways are being developed except rural conditions.

Related Guidelines:

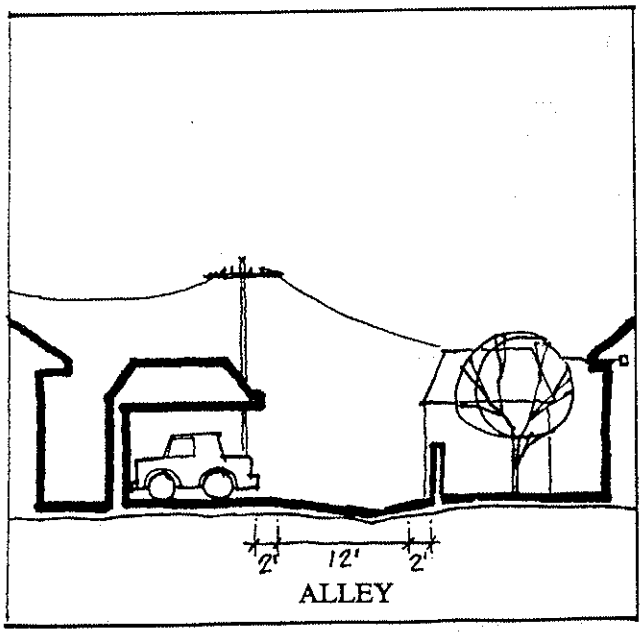
All guidelines in the NP 4 series Street Layout and Design

Reference:

Residential Streets, 2nd ed., published by ASCE, ULI and Natural Association of Home Builders

Street Layout and Design

NP 4.7 Alleys



Intent:

To reduce the impact of driveways and garages on the street. To provide more convenient access to residences. To allow infill of additional units on existing residential properties in appropriate situations.

Guidelines:

Alleys can be very positive elements in reducing on- street parking demand, encouraging pedestrian activity, providing easy access and reducing traffic congestion. They eliminate the need for large intrusive garages in front yards. The construction of alleys should be strongly considered in new multi-lot developments.

Alleys should be at least 12' wide and drain to the center. Where alleys are provided, driveways and garages should be accessed from the alley.

Alleys are particularly effective for housing types such as zero-lot line housing, small-lot single family houses, town houses and mid-rise multifamily housing.

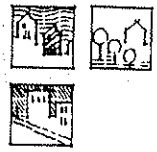
Applicability:

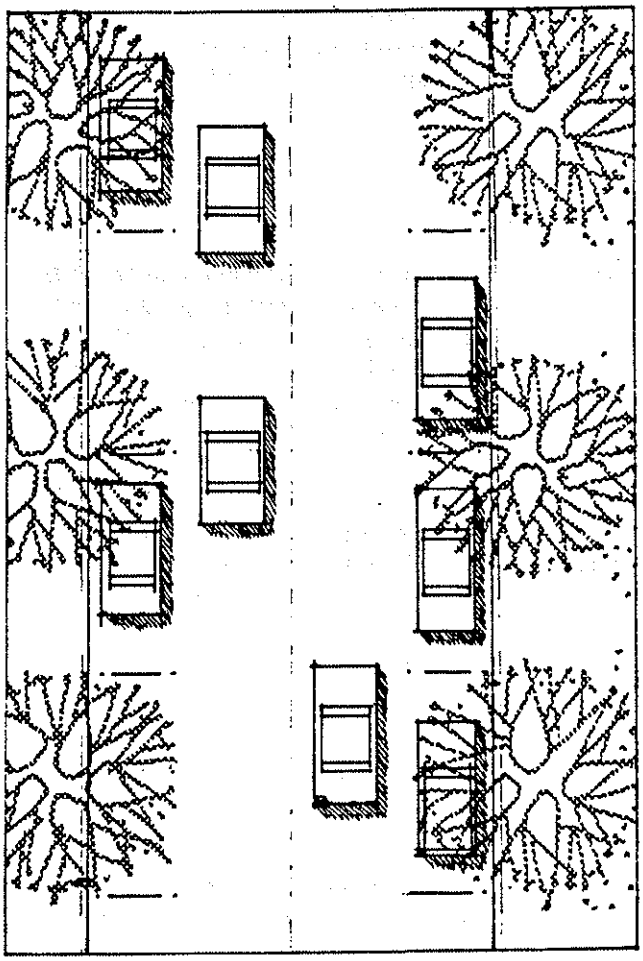
In new developments where a new street system is being constructed, especially emerging centers and suburban areas.

Related Guidelines:

All guidelines in the NP 4 series Street Layout and Design.

Street Layout and Design
NP 4.8 Parallel Parking





On-street parallel parking reduces the size of on-site parking lots, creates a buffer between the pedestrian and traffic and has proven to slow traffic through residential streets.

Intent:

To encourage smaller parking lots by allowing on-street parking.

To create a buffer between automobile traffic and pedestrians.

To provide parking that is adjacent to building entries along the street.

Guidelines:

Where applicable include on-street parking in tabulations to fulfill parking requirements.

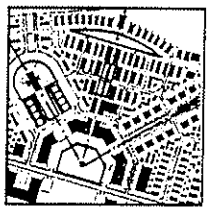
Create parallel parking spaces (6' - 8' wide by 20' long) along one or both sides of the street depending on the width of the street and the location of driveways.

Applicability:

All multi-lot developments in emerging urban and suburban areas where street systems are being developed.

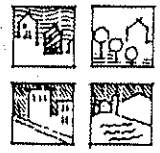
Related Guidelines:

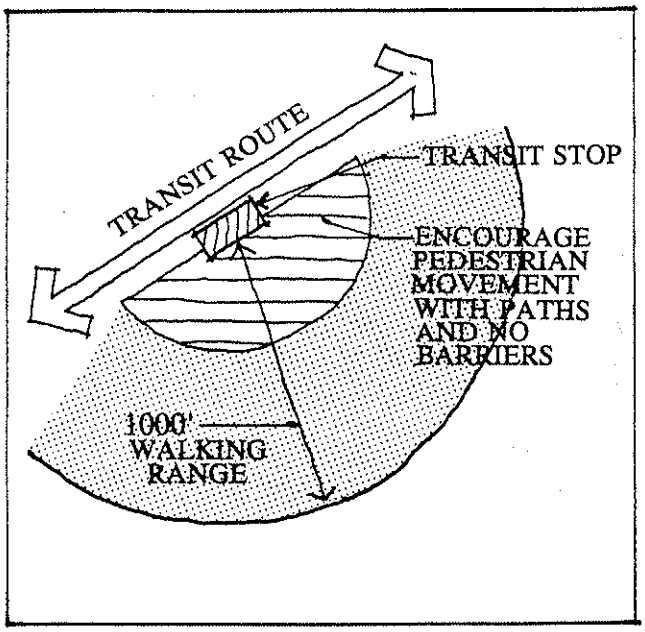
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction



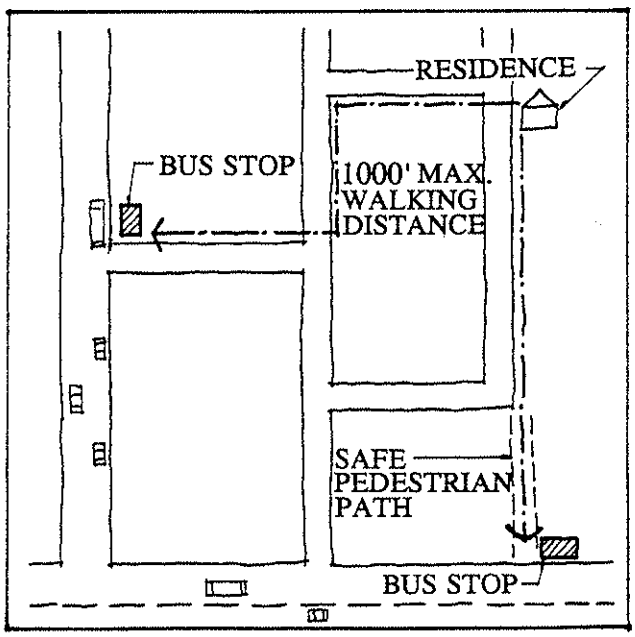
Transit

NP 5.1 Providing for Transit Access in Neighborhood Planning





Near transit stops encourage pedestrian movements with pedestrian paths and no physical barriers.



Residents, generally, should not have to walk more than 1000' to the bus stop.

Intent:

To provide transit access wherever possible to promote alternative forms of transportation.

Guidelines:

Applicants for all single lot developments over 20 units or multi-lot developments over 10 units should contact their local transit agency to determine how best to access public transit. The discussions may include the following issues.

- o Provision of bus stops.
- o Design of roadways to accommodate public transit vehicles.
- o Program actions such as ride sharing.
- o Pedestrian facilities, paths and amenities serving the transit stop.
- o Site design to accommodate better access to public transit.

As a general criteria, all dwelling units in new development should be within a 1000' walking distance from a transit stop, with provisions made to eliminate barriers to handicap access.

Reference: See *Guide to Land Use and Public Transportation* by the Snohomish County Transportation Authority.

Applicability:

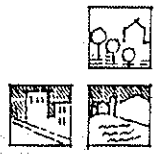
All multi-lot developments where new public streets are being developed.

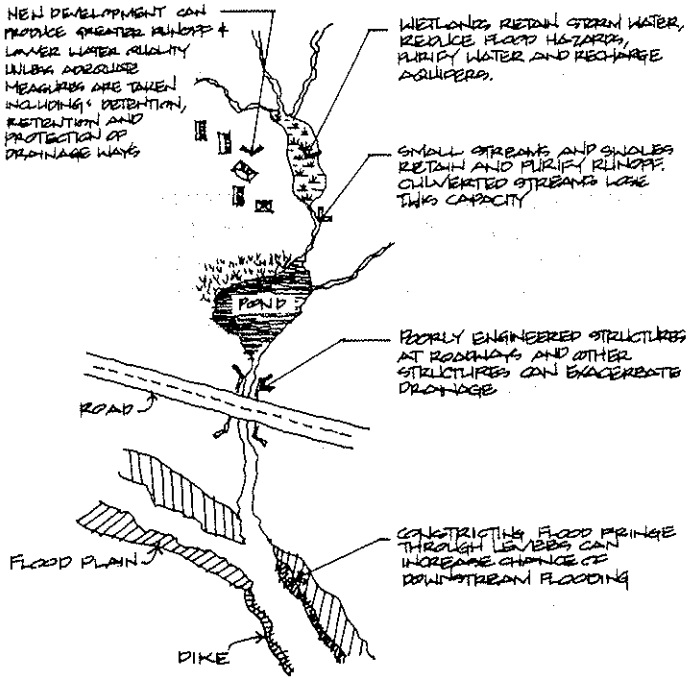
Related Guidelines:

See SP 6.1 Integrating Transit into Site Planning which deals with design and placement of transit stops.

Natural and Scenic Resources

NP 6.1 Maintaining Existing Drainage Patterns





Drainage ways must be treated as integrated systems. Damage to one segment can cause problems in other areas.

Intent:

To insure that critical areas, like wetlands, are preserved and not altered.

To reduce runoff and improve water quality through proper infiltration methods, instead of costly storm drainage.

Guidelines:

Establish and document the existing drainage patterns, identifying wetlands, streams and hydric soils.

Create a network of open spaces which accommodate the natural flow of water.

Establish proper infiltration measures by creating storm management zones and ponds.

Create utility easements along drainage areas.

Reduce impervious surfaces including road widths to reduce run-off.

Follow all federal, state and local regulations as applicable.

Applicability:

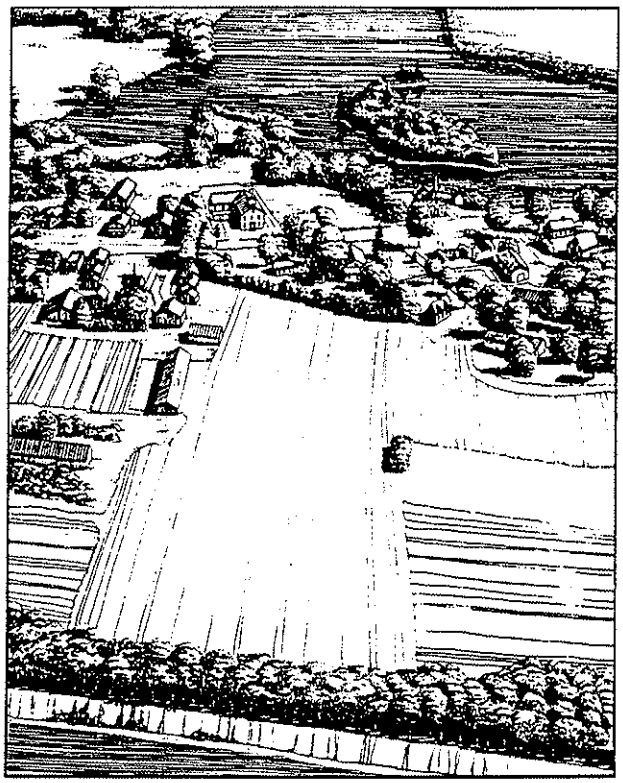
New communities in suburban growth areas and rural areas.

Related Guidelines:

SP 4.2 Storm Water Management
NP 3.5 Linear Parks

Natural and Scenic Resources

NP 6.2 Encouraging Protection of Natural Resources



Center for Rural Massachusetts

View of sensitive development on a site.

Intent:

To allow local review bodies some flexibility in permitting innovative design and site planning solutions that save natural resources.

To allow property owners to develop their land to the expected intensity while saving wetlands, farmland and wooded areas.

To allow clustering of development.

Guidelines:

If possible, building siting should retain significant views from a public viewpoint, street or park. The review body may propose the modifications of setback requirements or other design guidelines if such a departure results in public view preservation and does not incur other significant negative impacts.

Building siting should retain and respect natural features such as significant trees or steep hillsides. Special effort should be taken to preserve existing significant trees. The review body should determine which trees are significant, but as a general guideline all trees over 6" caliper which are not diseased or of a non-suitable species provides a base criteria. Consultation with the local arborist may be appropriate. It may also be appropriate to relax other guideline requirements in order to save a significant tree.

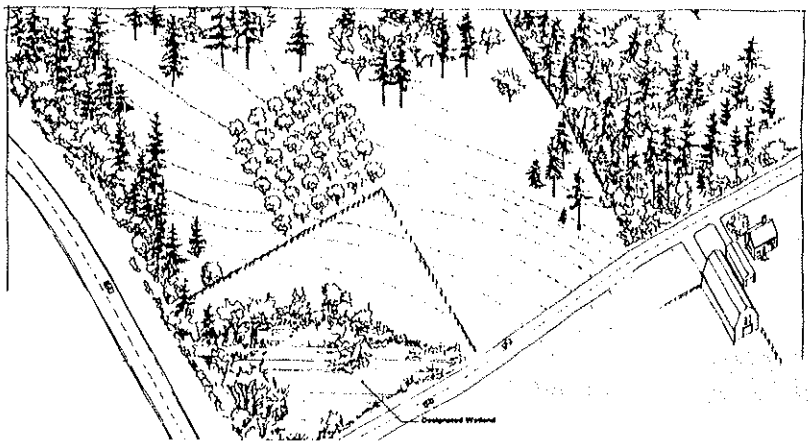
For large properties with substantial areas precluded from development because of sensitive area ordinance restrictions, the review body may allow departure from lot size or setback requirements and may allow more intensive development of the unprotected portions of the site so that the number of residential units allowed by the zoning code irrespective of the sensitive area restrictions, may be built.

Applicability:

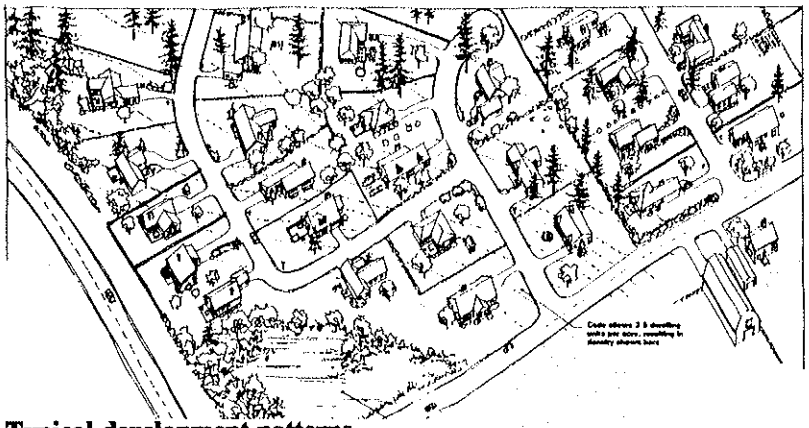
All building types and context subject to the local governments direction.

Related Guidelines:

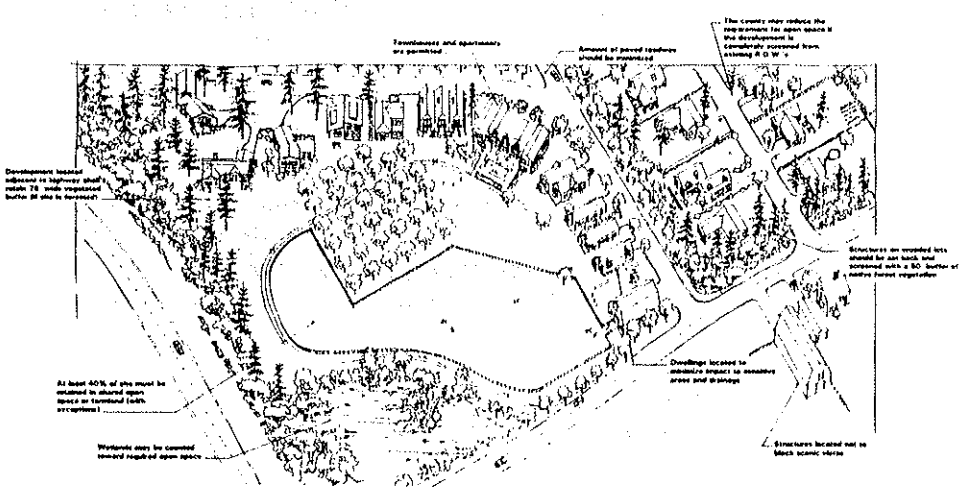
SP 4.3 Protecting Significant Trees
NP 7.1 Preserving Rural Character
NP 7.2 Clustering in Rural Areas



Site before development.



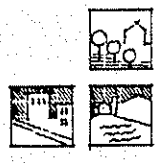
Typical development patterns.



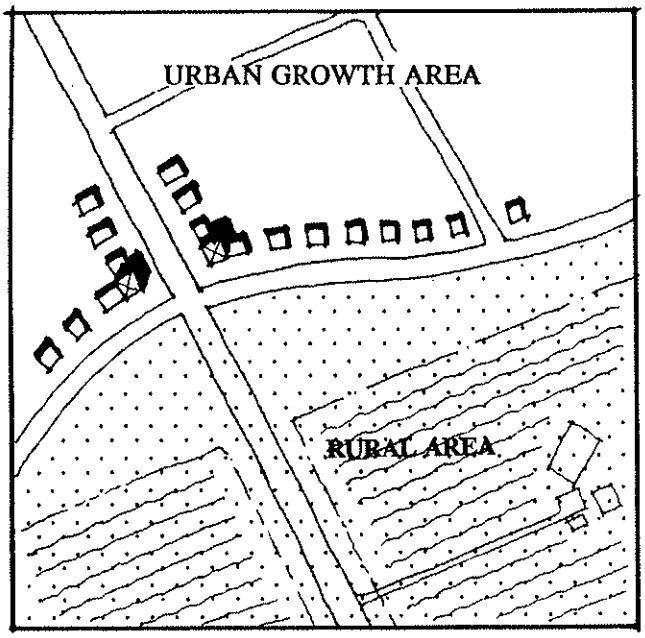
Sensitive clustering of homes retaining the open space amenity.

Natural and Scenic Resources

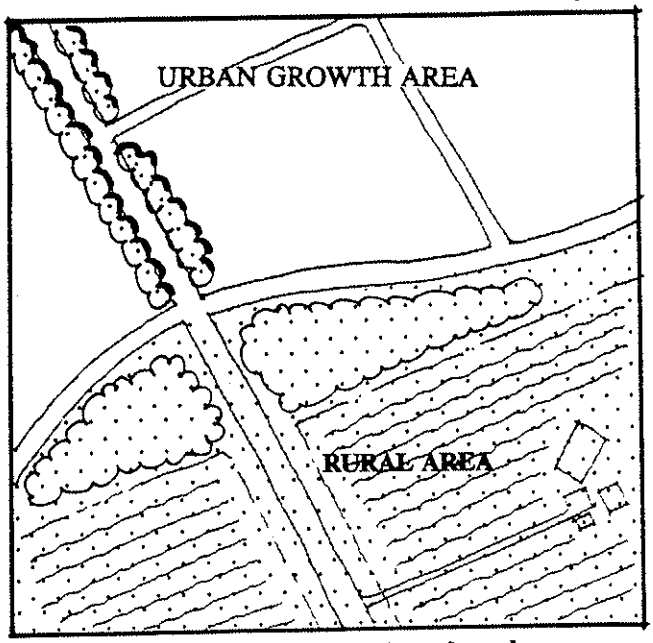
NP 6.3 Rural to Urban Edge Conditions



DEVELOPMENT AT THE URBAN GROWTH BOUNDARY



Clustering vertical buildings at the intersection to create a gateway.



Extending rows of stately trees into the urban growth area.

Intent:

To encourage the development of a clear edge to the urban growth boundary.

To protect rural character by creating distinct gateways from growth areas.

Guidelines:

Properties which are adjacent to resource lands (large wetlands, agricultural or forested areas) should create a distinct edge and gateway.

Gateways can be created by:

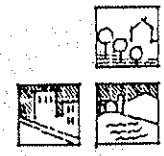
* Increasing height and density at the major roadway entrances from rural areas.
* Prohibiting negative visual elements like parking lots and storage areas adjacent to rural areas.
* Facing new development toward the open space amenity.
* Discouraging car-oriented commercial and mixed-use development and restricting signage.
* Using heavy landscaping to define the edge

Applicability:

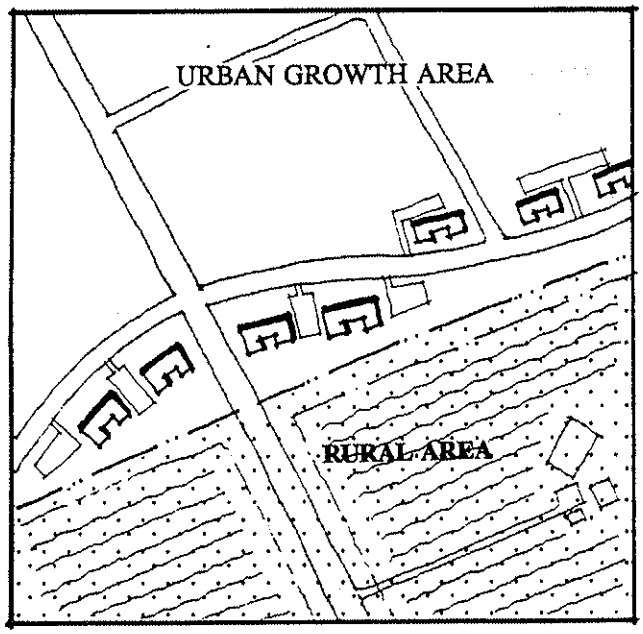
Sites which are at the edge of the urban growth areas.

Related Guidelines:

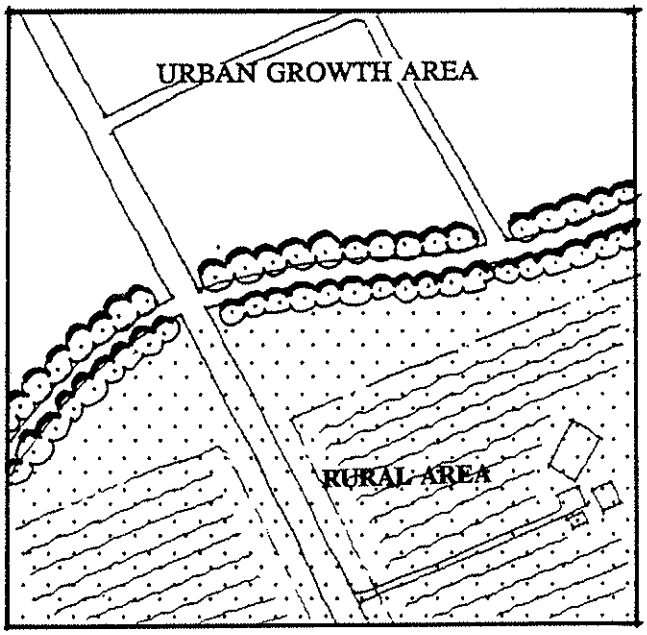
NP 7.1 Preserving Rural Character



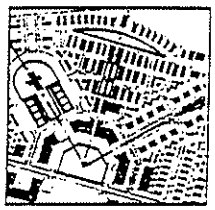
DEVELOPMENT AT THE URBAN GROWTH BOUNDARY



Orienting buildings toward the greenbelt, not parking areas.

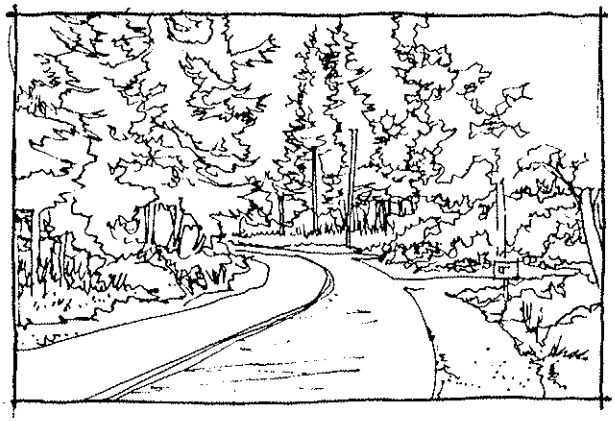


Using rows of columnar trees to define the edge.

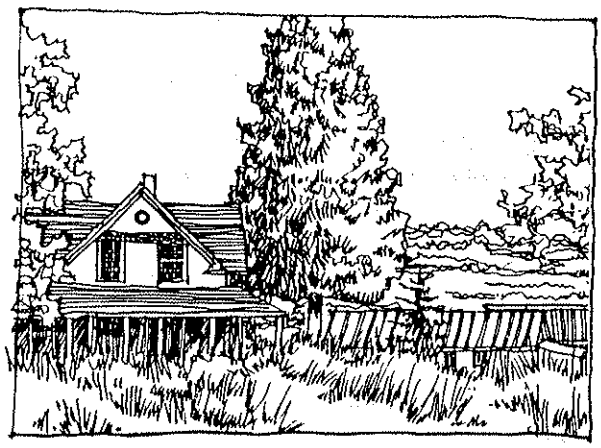


Rural Areas

NP 7.1 General Site Design Standards to Preserve Rural Character



Typical Rural streetscape in a wooded setting.



Typical Snohomish County farmstead.

Intent:

To allow development of rural homesites while preserving rural character.

Guidelines:

Buildings and other structures, such as water towers, should be located below prominent ridgelines. Existing, windfirm vegetation along ridgelines should be preserved.

Existing rural features should be preserved, where feasible, such as farm buildings and fencing. Existing structures of historic or architectural significance should be retained where possible.

Front setbacks of adjacent houses should be varied to minimize uniformity. Fencing around properties is not encouraged except around the agricultural land.

Gateway entrance improvements and permanent on-site development identification signs should be avoided to maintain consistency with rural character.

Parking lots and carports should be screened from adjacent properties, the preserved open space, state highways, and county arterial and collector roads by thickly planted, native vegetation.

Parking should be separated into small lots serving no more than four units each. Individual parking lots should be separated by a minimum of ten feet of buffer, planted with groundcover and native trees, spaced a maximum of 25 feet apart. If necessary, separate parking lots can be connected to each other by access drives.

Applicability:

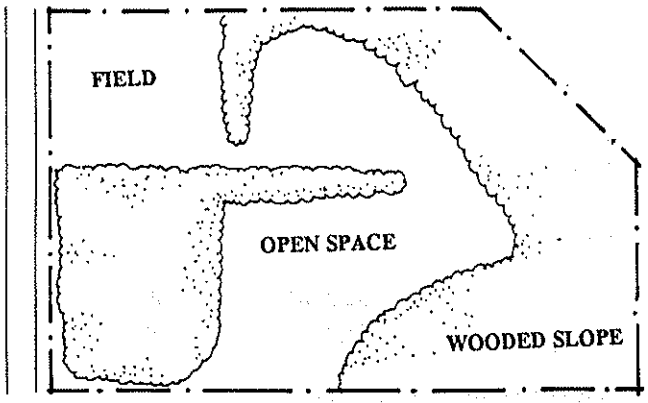
All development in rural areas except for villages or farm settings.

Related Guidelines:

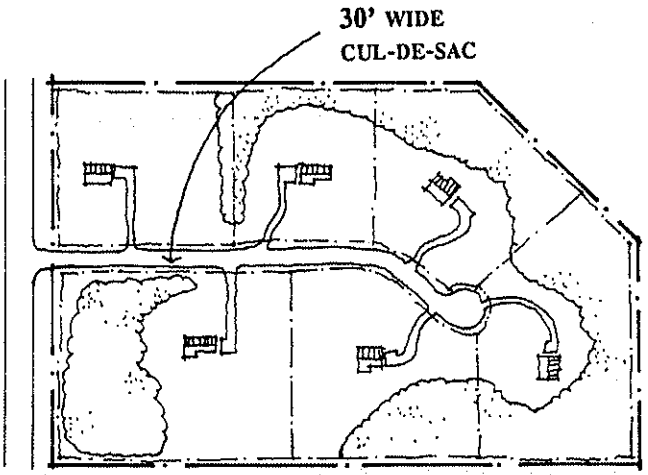
NP 6.2 Encouraging Protection of Natural Resources

Rural Areas

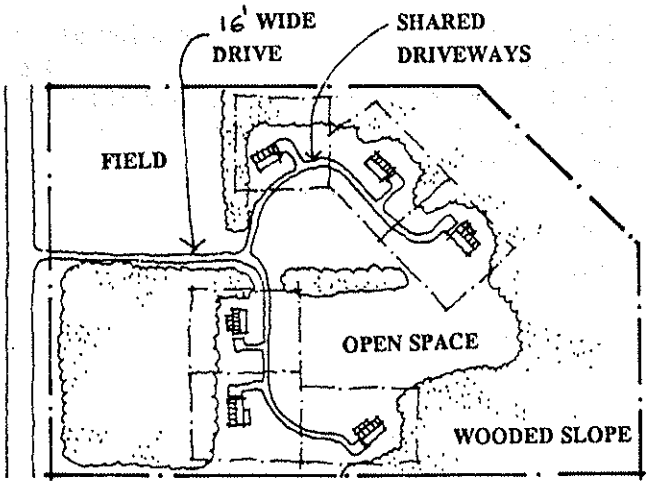
NP 7.2 Clustering Buildings in Rural Areas



Existing condition



Typical development



Sensitive development to preserve open space

Intent:

To retain large areas of resource lands for farming, timber and recreation while encouraging, through density bonuses and clustering, more sensitive development.

Guidelines:

Clustering should reinforce the physical and aesthetic character of the rural Snohomish County landscape.

Locating Building Envelopes

Building envelopes shall be selected that do not include the tops of ridge lines.

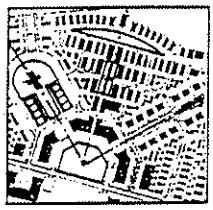
Building envelopes shall avoid open fields where possible.

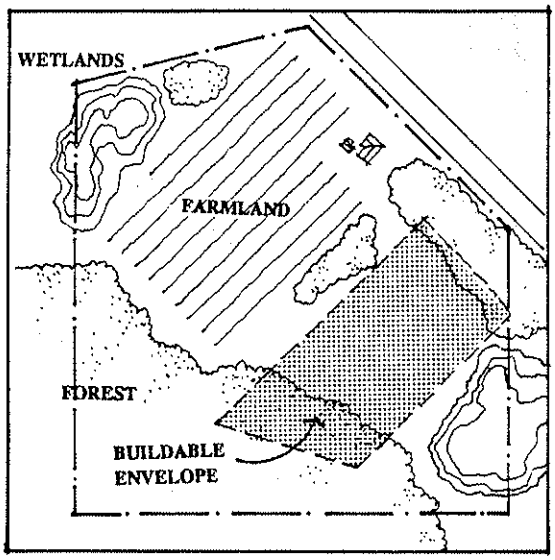
Buildings should be sited on the least fertile soils for agricultural or forestry uses.

Building envelopes shall not include wetlands, required buffers, transition areas, and floodplains, or areas with slopes in excess of 35 percent.

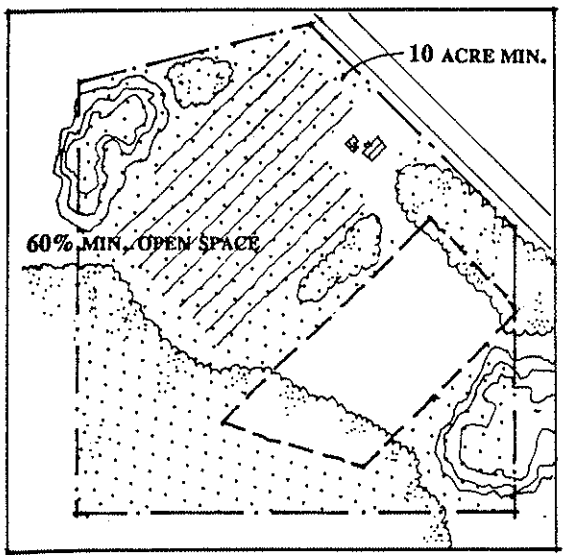
Building clusters should either be separated on the average by 600' (measured parallel to the street) or should be screened from arterials and collector roadways by at least a 75' wide buffer of thickly planted, fast growing native trees and shrubs. Existing windfirm vegetation providing such a buffer should be preserved.

If the house or building is visible from the roadway and not in a heavily wooded setting the property should include a front yard with trees, shrubs and lawn or be left in a natural condition. No parking areas and garages should occupy the space between the building and the roadway (no parking or storage in the front yard).





Buildable envelope



Open space

Locating Building Envelopes (cont.):

Buildings, either single family or multi-family should be clustered together in the least visually prominent portions of the site, such as the edges of fields or in wooded areas, except where conflicting with the above guideline regarding preservation of agricultural and forest soils.

Open Space:

Open space should comprise a minimum of 60% of the tract (note: recent clustering PRD ordinances have been requiring between 60% to 80% open space).

The open space parcel should remain in one contiguous parcel to the extent possible, of a minimum of 10 acres. Fragmentation of the open space with building lots or roads should be minimized. Open space is to remain in its natural state, unless used for farming or forestry. Vegetation alteration is also allowed for the purpose of developing recreational/equestrian trials or enhancing wildlife habitat.

Critical areas,(wetlands and steep slopes), and resource lands,(agricultural lands), may be included as part of the required open space.

Where the primary purpose of the open space is recreation or wildlife habitat, the open space parcel should be linked, where possible, with open spaces of adjacent cluster developments or other publicly owned open space.

The site conditions of the open space parcel should be suitable for the proposed open space use, such as topography, cover, soils, size, and exposure. Open spaces used for farming or forestry should be designed according to the following criteria.

- The open space and residential lots should be designed to minimize conflicts between housing and farm operations.

Rural Areas

NP 7.2 Clustering Buildings in Rural Areas (cont.)

Preserving Rural Character

Small rural villages traditionally retained open space by the necessity to cluster residences.

- o A minimum 150-foot buffer vegetated with native, fast-growing trees and shrub species should be retained or established between the residences and any commercial farm or forest operation. The buffer should be located to the extent possible within the residential lots to maximize land available for resource production (note: view corridors through vegetative buffers may be permitted to allow attractive views onto the agricultural land).

- o The use of open space for organic farming is encouraged to reduce potential conflicts due to chemical applications.

Applicability:

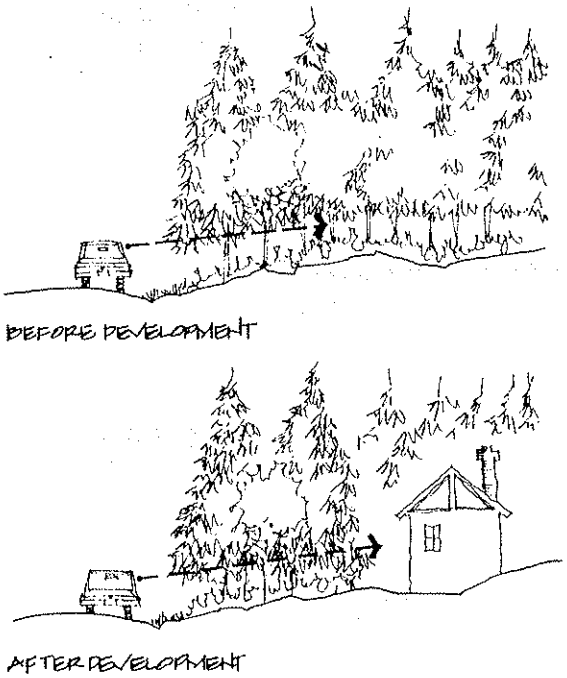
Clustering can be a useful site planning tool on lots as small as ten or twenty acres, especially if a major part of the site is a critical area or resource land. However clustering is most appropriate for developments over 200 acres where large parcels of open space can be preserved.

Related Guidelines:

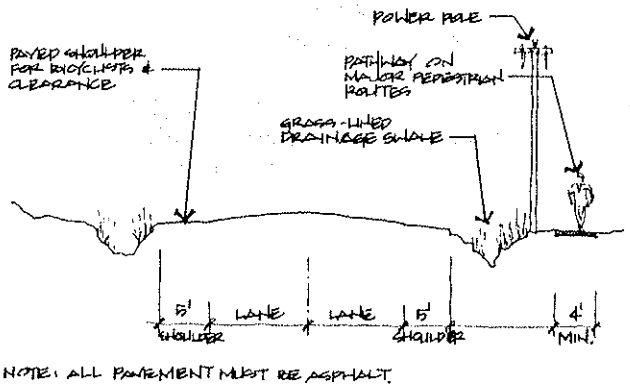
All guidelines in the NP 7 series - Rural Areas

Rural Areas

NP 7.3 Rural Streetscapes



In a wooded area retain a vegetation strip wide enough to screen and prevent tree blow downs.



Typical rural road configuration.

Intent:

To retain the rural character of streetscapes in small communities.

Guidelines:

Paving

Retain open drainage swales (grass lined swales) along the roadway edge. Plant with appropriate grasses or plant materials. Do not install curbs unless a more urban character is desired.

Construct sidewalks or pathways along the R.O.W. edge if the route is on a designated pedestrian route. Provide wide paved shoulders at least 4' wide outside the fog line if bicycle traffic is anticipated.

Landscaping

Retain native vegetation within the public R.O.W., especially in a forested area. If in a forested area, a buffer of existing trees and other vegetation should be retained to screen new development from the roadway. The screen should be sufficiently wide to prevent blow downs. Uniform plantings of street trees are not typical of rural areas. However, densely planted trees may be used to screen unsightly areas.

Applicability:

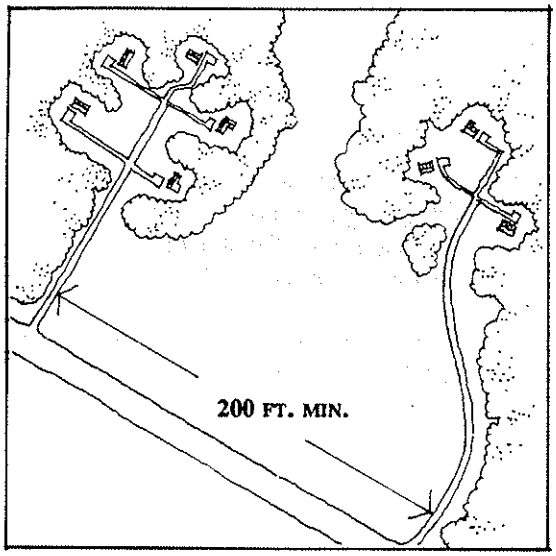
Streets in rural areas.

Related Guidelines:

NP 4 series guidelines Street Layout and Design.
NP 7.4 Access Road and Driveways in Cluster Developments

Rural Areas

NP 7.4 Access Roads & Driveways in Cluster Developments



Spacing between access roads

Intent:

To minimize the amount of site disruption caused by roadways and the associated grading required for their construction.

Guidelines:

Roads

The design of the cluster subdivision should minimize construction of new roads. Roadways should be made to keep driveway length to a minimum.

Curbs, gutters, and street lighting should not be constructed within cluster subdivisions unless required by the Department of Public Works.

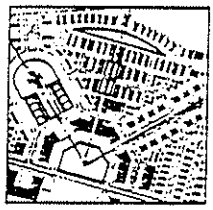
Where sites include linear features such as existing access roads, tree lines, and stone rows, the site design shall utilize these features to minimize the roadway's visual impact.

Minimum distance between access points on off-site public roads should be 200 feet. Access points shall include individual and common driveways and on-site public roadways.

Driveways

The number of driveways accessing off-site public streets shall be kept to a minimum.

The appropriate use of common driveways is encouraged. Where lots will access an off-site public street, common driveways shall be used where appropriate to minimize the number of curb cuts required.



NP 7.4 Access Roads and Driveways in Cluster Developments (cont.)

The maximum number of units served by a common driveway should be four.

Common driveway width should be at least 12 feet with two-foot graded and gravel shoulders, but no more than 16 feet wide.

Applicability:

Rural areas

Related Guidelines:

NP 7.2 Clustering in Rural Areas
NP 7.3 Rural Streetscapes

STREETSCAPE

Street Character and Liveliness

Pedestrian Environment

Landscape Design

Residence and Street Transition

STREETSCAPE

1. Street Character and Liveliness
    1. Inhabited Streets

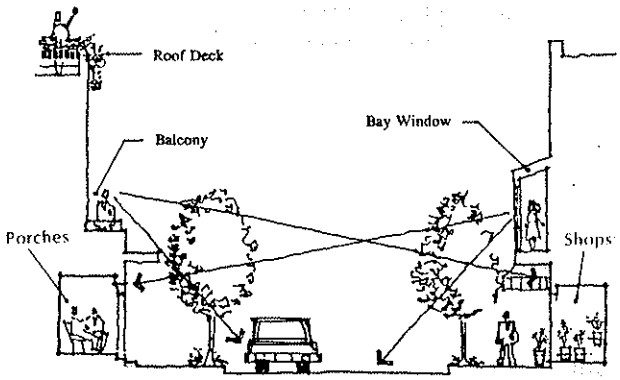
2. Pedestrian Environment
    1. Access to Buildings from the Street
    2. Screening Blank Walls and Retaining Walls
    3. Service Element Screening
    4. Screening Parking Lots
    5. Screening Parking Garages
    6. Parking Garage Entries and Driveways
    7. Lighting Design

3. Landscape Design
    1. Continuity Along the Street
    2. Street and Open Space Edges
    3. Parking Lots

4. Residence and Street Transition
    1. Buffering Private Spaces

Street Character and Liveliness

S 1.1 Inhabited Streets



Building elements can enliven the street edge creating safer places to walk and congregate.

Intent:

To create streets within a community which encourage pedestrian activity. Livelier street edges are healthy places for people to inhabit and make for safer streets.

Guidelines:

All streets should appear inhabited.

New development should accommodate human activity by providing balconies, terraces and yards for resident's use and neighborly interaction.

In mixed-use buildings, retail elements like large windows, canopies and integrated signage add activity by enhancing the shopping experience.

Entrances, porches, balconies, decks and seating should be located to promote pedestrian use of the street edge by providing weather protection, security and safety.

Applicability:

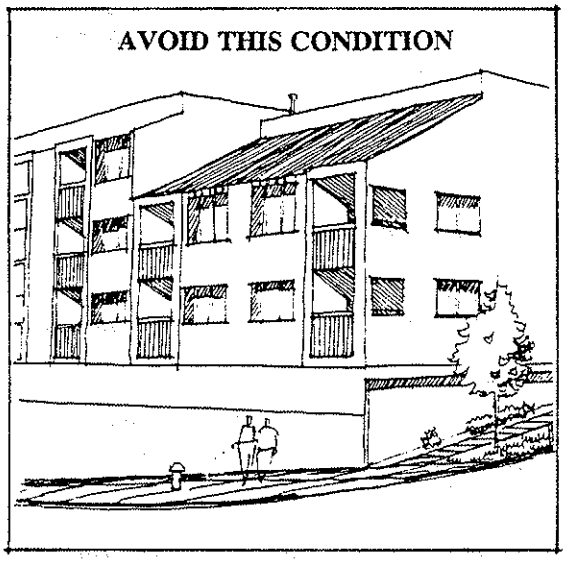
All streets in urban growth areas including emerging centers.

Related Guidelines:

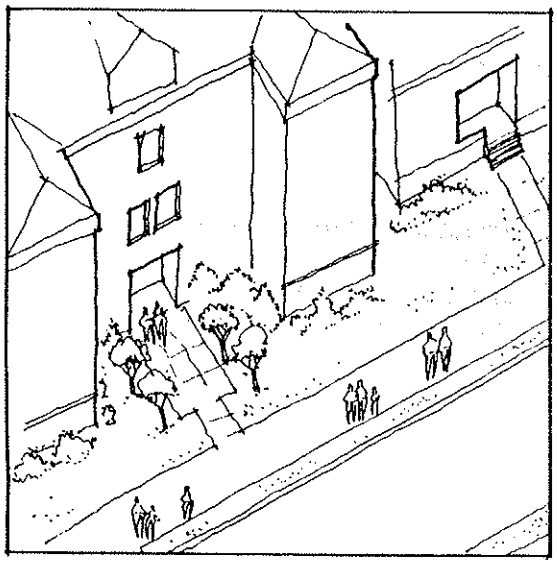
S 2.1 Access to Buildings from the Street
SP 1.2 Relating the Building to the Street
SP 3.1 Creating Usable Open Space
SP 3.2 Siting Parking Areas
BD 3.1 Human Scale
BD 3.3 Entries

Pedestrian Environment

S 2.1 Access to Buildings from the Street



Lack of clear entries on the street can create an unfriendly streetscape.



Clear entries to the sidewalk encourage pedestrian circulation.

Intent:

To provide a greater sense of association and identification among neighbors. Lack of clear building entries deadens the streetscape.

To improve pedestrian access, convenience and circulation.

Guidelines:

Provide clearly marked entries from the street. Entries from parking lots should be subordinate to those related to the street.

Parking garage entries should be designed and sited to complement, but not subordinate the pedestrian entry.

Parking lots and garages, when possible, should be accessed from alleys or side streets.

Exception:

In some clustered housing developments where there is an integrated comprehensive pathway system the front door may be oriented to it.

Applicability:

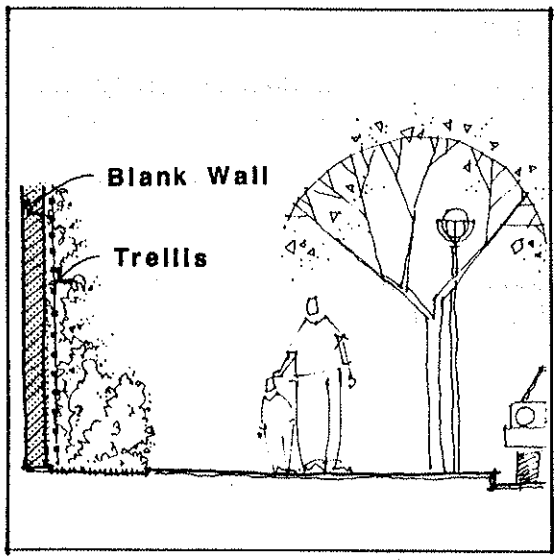
All residential buildings in urban growth areas.

Related Guidelines:

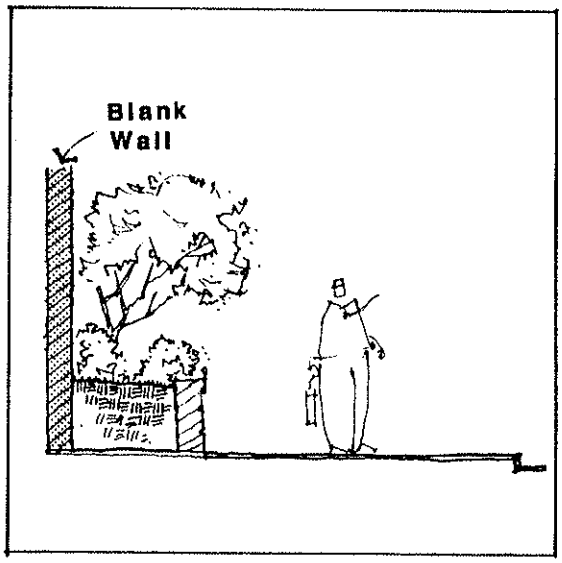
S 2.6 Parking Garage Entries and Driveways
SP 1.2 Relating the Building to the Street
BD 3.3 Entries
BD 5.1 Parking Garage Compatibility

Pedestrian Environment

S 2.2 Screening Blank Walls and Retaining Walls



Blank walls can be screened with trellises and climbing plants.



A planting bed and generous landscaping used to screen a blank wall .

Intent:

To reduce the negative visual impacts of blank walls on the pedestrian environment.

Guidelines:

Blank Walls

Residential buildings should not orient large areas of blank walls to the street.

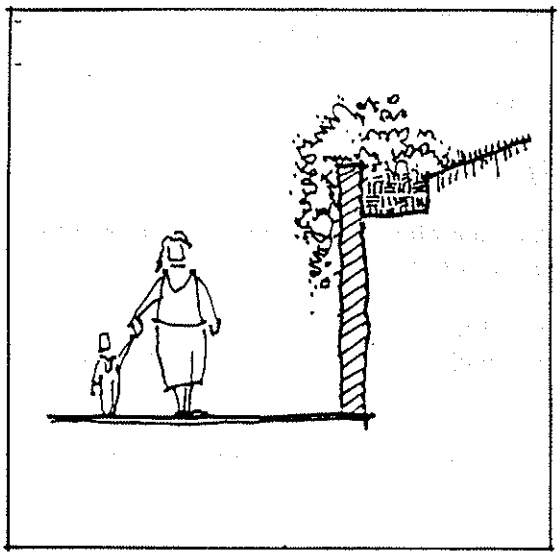
Ends of buildings should be designed and articulated with windows and other architectural elements.

Screen blank walls with landscaping, architectural features, or art. Examples of such treatment include:

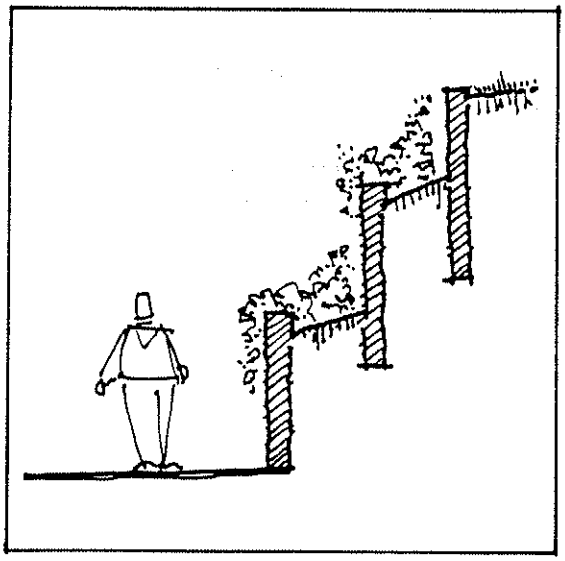
* installing trellises for vines and other plant material in conjunction with a planting strip;
* providing landscaped planting beds;
* incorporating decorative tile or masonry; and
* incorporating artwork, (a mural, sculpture, relief, etc.) on the wall surface.

Pedestrian Environment

S 2.2 Screening Blank Walls and Retaining Walls (cont.)



Use landscaping to screen retaining walls near the sidewalk.



Terrace high retaining walls to provide for landscaping.

Guidelines (cont):

Retaining Walls

Retaining walls should be either of materials which reduce their scale, like brick or stone, or treated sculpturally to appear less monolithic. Hanging or climbing vegetation can soften the appearance of retaining walls.

High retaining walls should be terraced down providing landscaping setbacks, especially if they are close to the sidewalk.

Applicability:

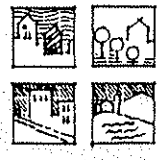
Residential projects in urban growth areas

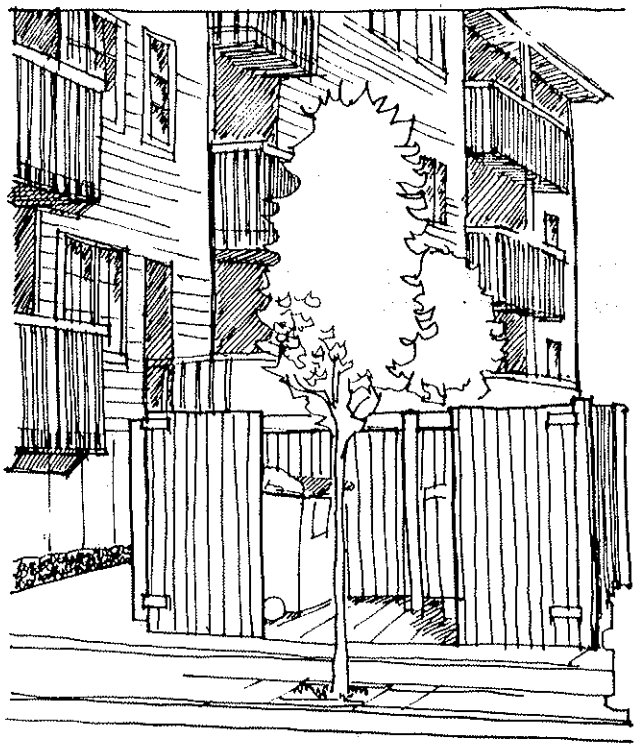
Related Guidelines:

S 2.5 Screening Parking Garages
SP 3.3 Siting Service Elements
BD 2.1 Articulation and Modulation

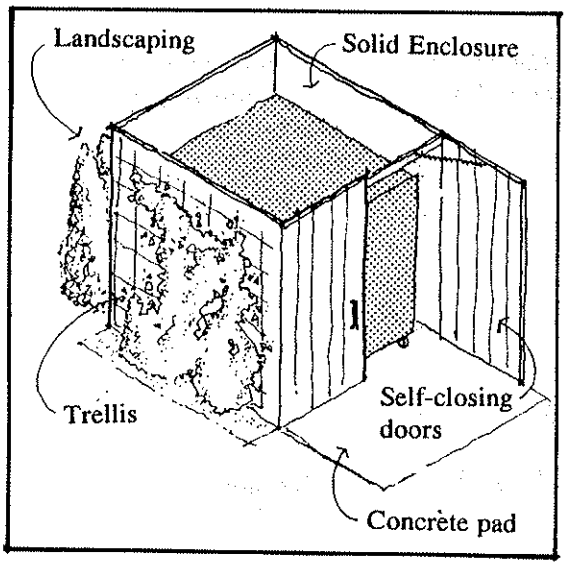
Pedestrian Environment

S 2.3 Service Element Screening





Trash areas should be screened from the street by enclosures, with self-closing doors and landscaping.



A well designed screen for dumpsters.

Intent:

To provide appropriate and sufficient screening of elements which detract from the streetscape. These elements include trash rooms, dumpsters, utility connections, and mechanical equipment.

Guidelines:

Use generous plant material in well maintained planting beds to create a visual buffer to service elements. Vegetation should be of hardy native varieties and be at least 50% non-deciduous to provide screening throughout the year. Incorporate planting beds and low planter walls as part of the architecture. Provide a framework for plants to grow on like an arbor or trellis.

Provide a durable and attractive structure to screen dumpsters and trash areas. Trash areas, when possible, should not open directly onto the sidewalk. Dumpsters must never be located in the pedestrian right-of-way.

Utility meters, electrical conduit and other service lines should not be located on the facade facing the street and should typically not be visible from the street.

Gutter downspouts on the front facade should be visually integrated into the design of the building.

Applicability:

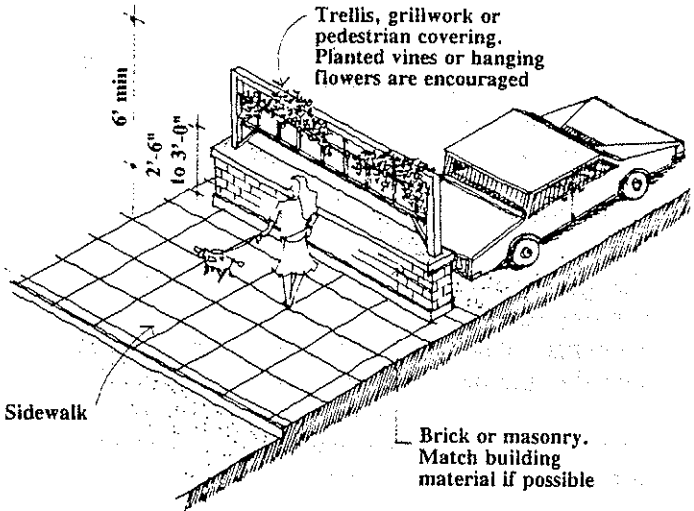
All housing types in all development contexts.

Related Guidelines:

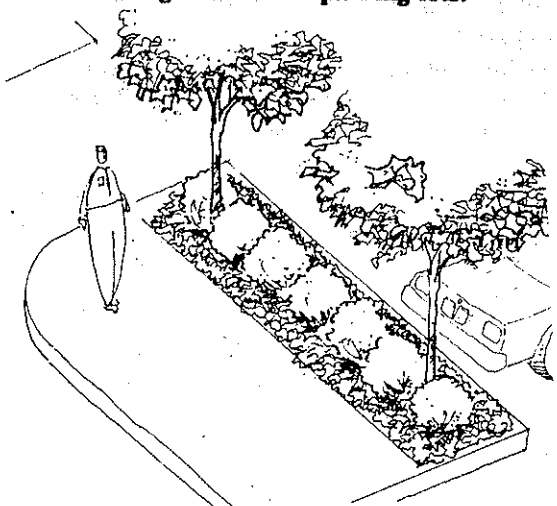
S 2.2 Screening Blank Walls and Retaining Walls
SP 3.3 Siting Service Elements

Pedestrian Environment

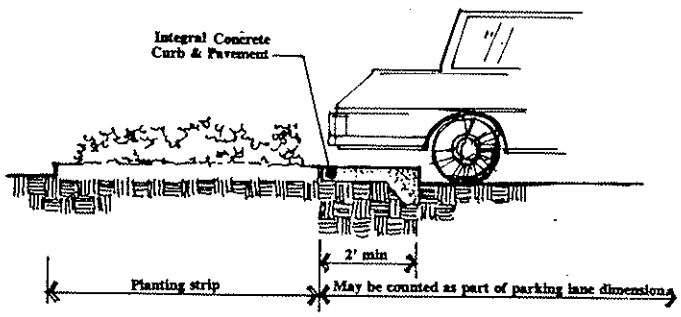
S 2.4 Screening Parking Lots



Low wall with trellis above for hanging plant is ideal as a screening element for parking lots.



This drawing illustrates a typical standard of perimeter landscaping. Other plant material combinations and dimensions may be appropriate.



A 2 foot wide concrete wheel stop keeps cars from encroaching on the planting bed.

Intent:

To improve the streetscape and help to define the street.

To reduce the negative visual impact of asphalt lots and parked vehicles.

These guidelines can be used to upgrade existing parking lots, especially when redevelopment of the property has occurred.

Guidelines:

All parking lots and storage, loading or maintenance areas within visual proximity of the public sidewalk should be screened from the sidewalk by one of these two methods.

* Provide a screen wall at least 2 1/2 feet high, of durable and attractive materials. Incorporate a continuous trellis or grillwork with climbing plants,

* Provide a landscaped perimeter bed or hedge as shown.

Fences around parking areas should be decorative iron or wood and not more than 70% solid.

Reduce the encroachment of cars onto the landscape bed by providing a 2 foot wide concrete wheel stop (extended curb). Free standing wheel-stop "bumpers" are less desirable because they collect litter and are difficult to clean.

Applicability:

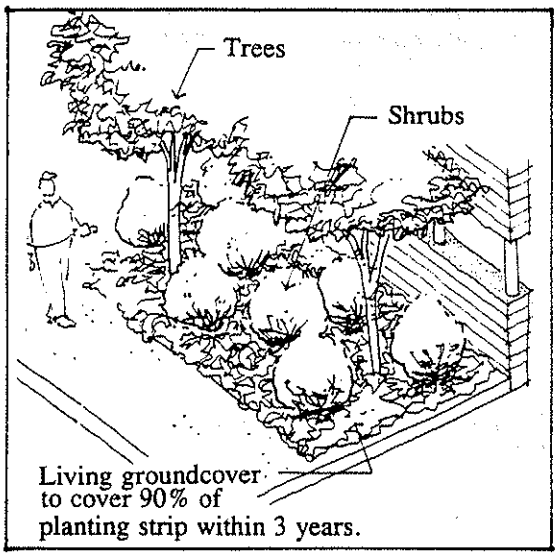
Anywhere existing trees do not effectively screen parking areas.

Related Guidelines:

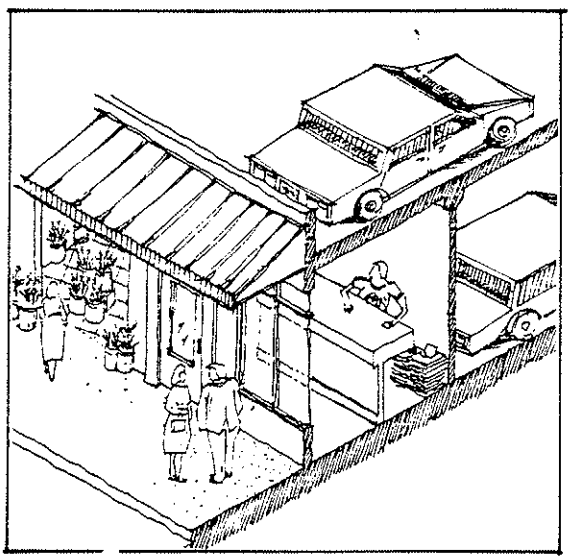
S 2.5 Screening Parking Garages
S 3.1 Landscape Continuity Along the Street
S 3.3 Landscaping Parking Lots
SP 3.2 Siting Parking Areas

Pedestrian Environment

S 2.5 Screening Parking Garages



Parking garage screening bed.



Street level spaces for small businesses, creating a more active and pedestrian friendly street edge.

Intent:

To reduce the visual impact of all at-grade parking structures adjacent to the sidewalk, improving the pedestrian environment.

These guidelines can also be used to upgrade existing conditions, especially when redevelopment of property has occurred.

Guidelines:

Design the parking garage portion of all buildings to be architecturally compatible with the residential portion, using a residential vocabulary of materials, forms and proportions.

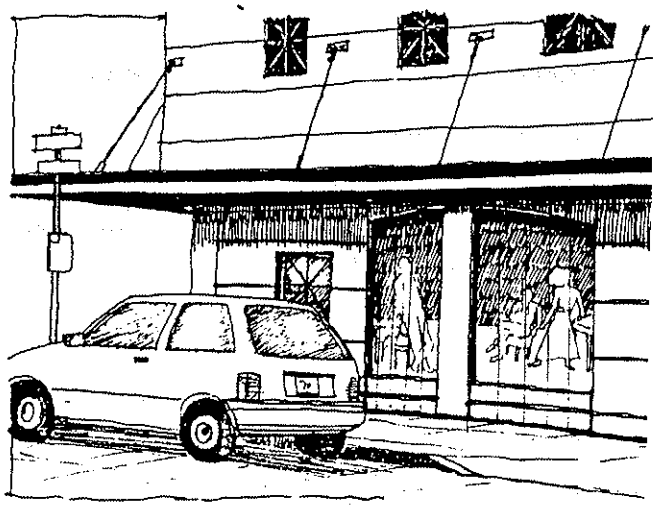
Parking garages fronting streets should be screened with generous landscaping, berming or grill work. Employ one or more of these suggested methods to screen unsightly parking garages. Well designed structures include architectural treatments like modulation, vertical elements, and the appropriate use of materials.

* Set the parking structure back from the sidewalk at least ten (10) feet and install dense landscaping.

* Incorporate pedestrian and resident oriented uses at street level, providing enclosed occupiable spaces for businesses along the street front. Commercial uses along the street edge, especially on corners, can create a much more active street. Sometimes a depth of only ten (10) feet along the front is enough to provide space for newsstands, ticket booths, laundries, flower shops and other uses needed by residences.

Pedestrian Environment

S 2.5 Screening Parking Garages (cont.)



An artistically designed metal screen used in the face of a parking garage.

Guidelines (cont.):

* Provide artistically designed metal grills incorporated into the building design to provide screening, while maintaining sight lines for increased pedestrian safety while exiting a garage.

Applicability:

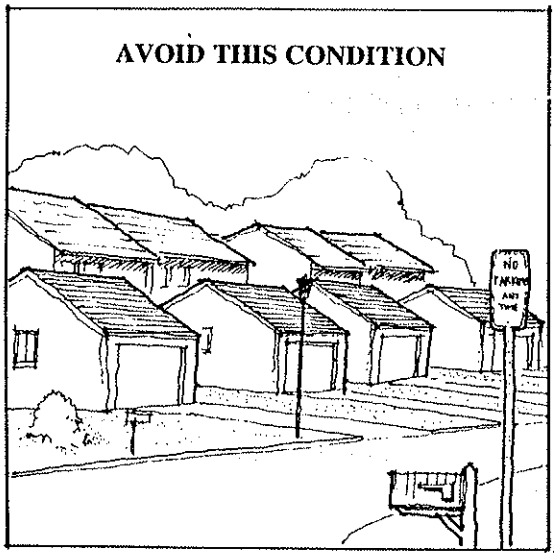
All development in urban growth areas.

Related Guidelines:

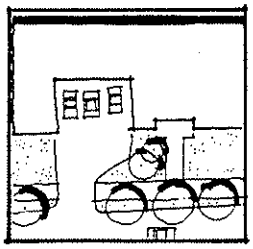
S 2.6 Parking Garage Entries and Driveways
BD 5.1 Parking Garage Compatibility
BD 5.2 Integration with the Attached Residences

Pedestrian Environment

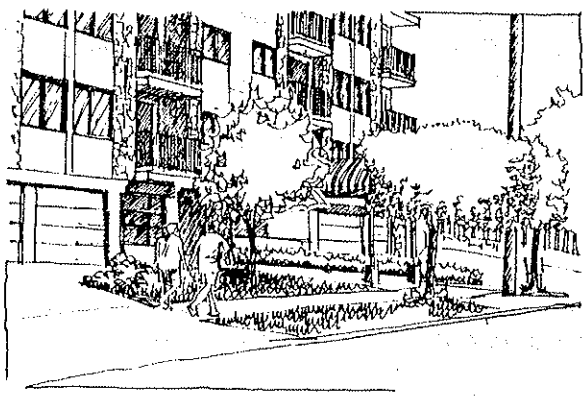
S 2.6 Parking Garage Entries and Driveways



Houses seem an afterthought when garages dominate the street edge.



Plan



Driveways consolidated to reduce impact on the pedestrian.

Intent:

To locate and detail the entries of parking garages so they do not dominate the streetscape.

To reduce the impact of driveways and provide for better pedestrian safety.

Guidelines:

Locate entries to take advantage of topography. The garage entrances should be located so that it does not conflict with the overall form of the building or place the pedestrian entry in a subordinate role.

Reduce the width of the curb cut and consolidate driveways. In most cases, a single lane is sufficient to serve several apartments or commercial spaces.

Alleys which provide auto access from the rear are encouraged. Buildings on lots which have access from an alley should provide parking access off the alley.

Vehicular entries should be clearly defined to caution pedestrians.

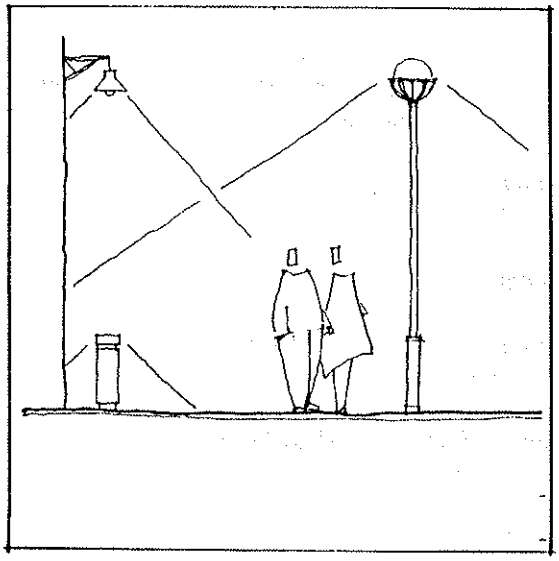
Applicability:

All residential buildings in urban growth areas.

Related Guidelines:

S 2.1 Access to Buildings from the Street
S 2.5 Screening Parking Garages
BD 5.1 Parking Garage Compatibility

Pedestrian Environment
S 2.7 Lighting Design



Globe lighting is usually less efficient than high level floodlights, but it produces a softer light, with much less glare. Bollards light the ground and walls without exposing the light source.

	Min. lighting levels in footcandles
Building entries	4
Sidewalks	1-3
Pedestrian paths	1
Parking lots	.5

Light Chart

Intent:

To identify and highlight key site elements, such as vehicular and pedestrian intersections, pedestrian paths and sidewalks and entrances, enhancing safety and security.

To provide a desirable and safe pedestrian environment by decreasing the glare associated with tall, high intensity street light fixtures.

Guidelines:

Provide indirect light to the sidewalk by lighting elements in the street environment like trees, walkways, canopies and entryways.

Provide pedestrian scale lighting with 10'-12' pole heights throughout residential and shopping streets, and residential parking areas. Lighting bollards 3'-4' in height can illuminate paths and walkways.

Shield the source of the light to reduce glare to public thoroughfares and adjacent properties.

Large pole mounted lighting can be inappropriate around residences if not properly sited and directed to eliminate glare.

Exterior lighting should be an integral part of the architectural and landscape design of any residential project. Fixture style and design should be compatible with the building design, while providing appropriate and safe levels of lighting. Use lighting to accent architectural features of a building.

Applicability:

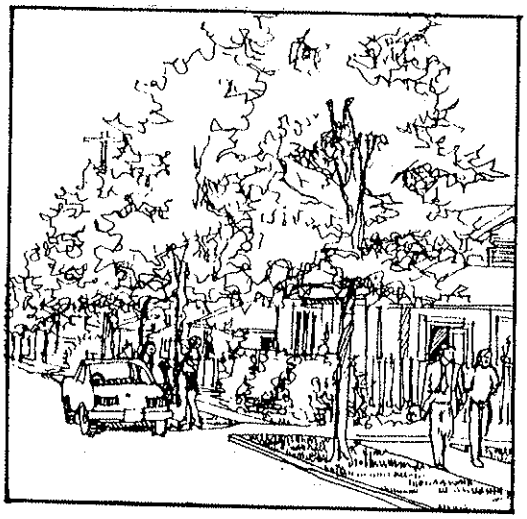
Residential developments and street edges and pedestrian paths in urban growth areas.

Related Guidelines:

BD 3.3 Building Entries
SP 2.2 Parking Adjacent to Residence

Landscape Design

S 3.1 Continuity Along the Street



Reinforcing the Existing Landscape Character

Street trees
If a street has a uniform pattern of street trees, plant new street trees that match (preferable) or complement the species in color, ultimate size and other physical characteristics.

Similar plant materials
The lots on many streets feature plant materials typical of a particular historic period or neighborhood. Emphasis on these species will help a new project fit into the local context.

Similar landscape designs
Some streets feature lawns and symmetric, formal, clipped plantings while other streets feature more naturalistic asymmetric plantings.

Similar construction materials, textures, colors, or elements
Extending a low brick wall, utilizing paving similar to a neighbors or employing similar stairway construction are ways to achieve greater design continuity.

Similar landscape fixtures and levels
Using consistent pedestrian scale light fixtures help create continuity of scale and light level.

Intent:

To reinforce the landscape character of a street or neighborhood.

To enhance existing neighborhoods.

Guidelines:

Infill development on existing streets should enhance and preserve the distinctive, positive qualities of the streetscape.

There are several ways to reinforce the landscape design character of the local neighborhood, any of which may be appropriate. (See notes adjacent).

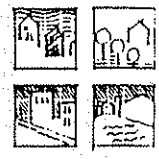
Applicability:

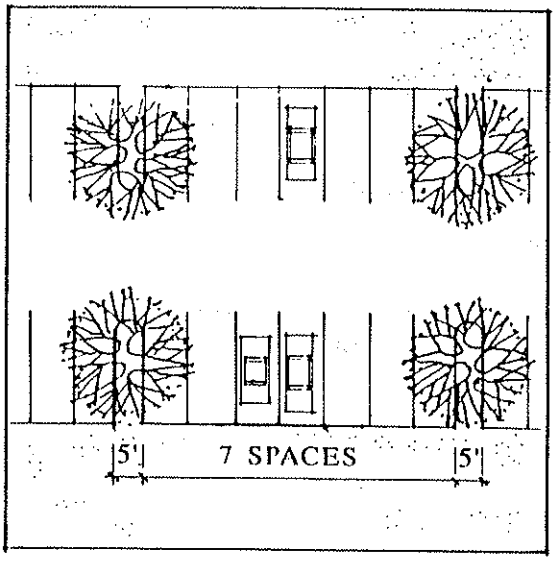
Streets where there is a defined positive streetscape character created by special landscape conditions.

Related Guidelines:

S 3.2 Street and Open Space Edges

Landscape Design
S 3.3 Parking Lots





The spacing of trees in parking lots.

Intent:

To reduce the apparent size of parking lots.

To reduce the summertime heat and glare build-up adjacent to parking lots.

To improve the views of parking areas for pedestrians and residents.

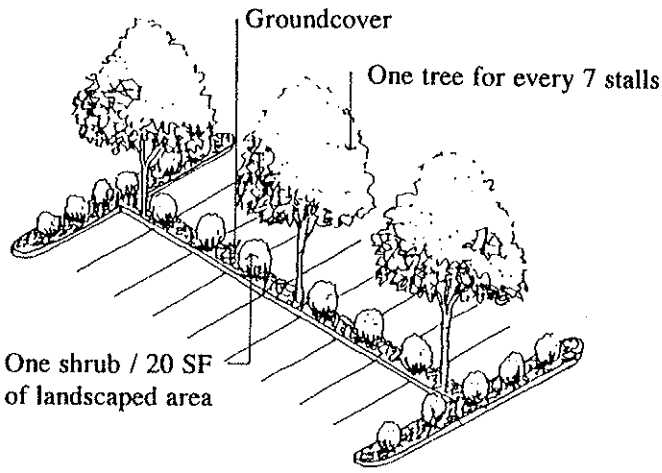
Guidelines:

As well as providing a landscaped or screened perimeter, integrate deciduous trees and planting beds into the parking areas.

Plant one tree within the parking lot for each seven (7) angled or perpendicular parking spaces. Trees should be a minimum 2" caliper and planting medians should be a minimum five (5) feet wide.

Landscaping should be drought resistant. Drip irrigation is encouraged for all planting beds. Indigenous varieties of plant species are recommended.

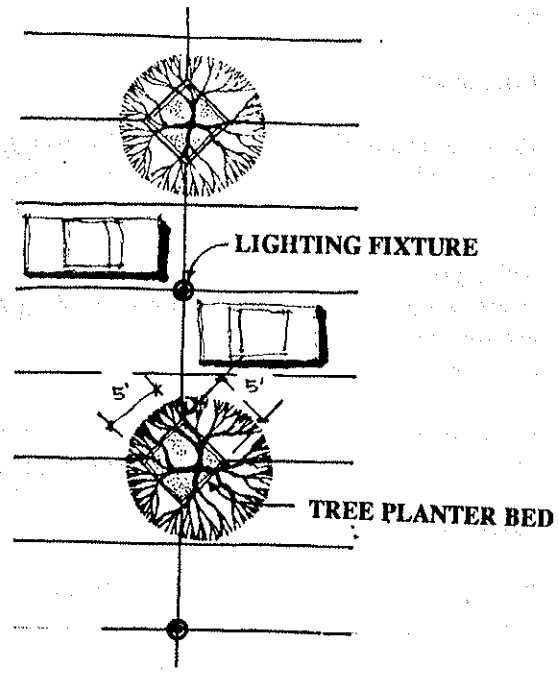
Where vehicles can extend over a landscaping bed, these landscaping beds shall be increased two (2) feet in depth by decreasing the length of the parking stall by two (2) feet. Where autos will overhang into both sides of an interior landscaped strip or well, the minimum inside curb to curb interior planter dimension shall be seven (7) feet.



Planting trees in larger parking lots.

Landscape Design

S 3.3 Parking Lots (cont.)



In mixed use and larger parking lots tree planters can be 5 feet by 5 feet and alternated with smaller scale lighting fixtures.

Guidelines (cont.):

In certain conditions planting beds can be 5' square and located on a 45 degree angel to perpendicular parking. Landscaping should be drought resistant.

Tree locations shall be coordinated with parking area luminaires and utility locations to ensure minimum light levels are maintained after tree maturation.

Applicability:

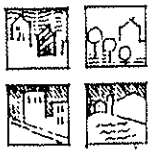
All development in all contexts

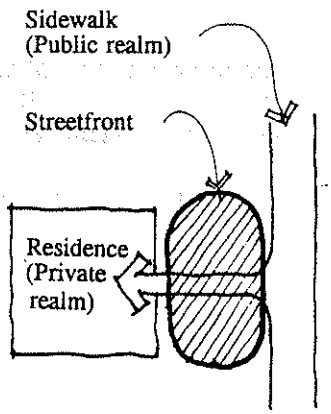
Related Guidelines:

S 2.4 Screening Parking Lots

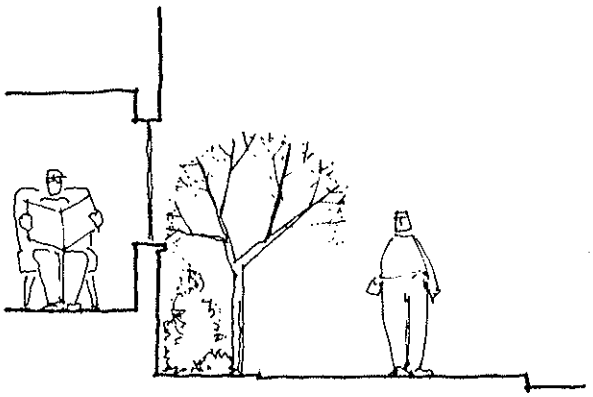
Transition Between Residence and Street

S 4.1 Buffering Private Spaces

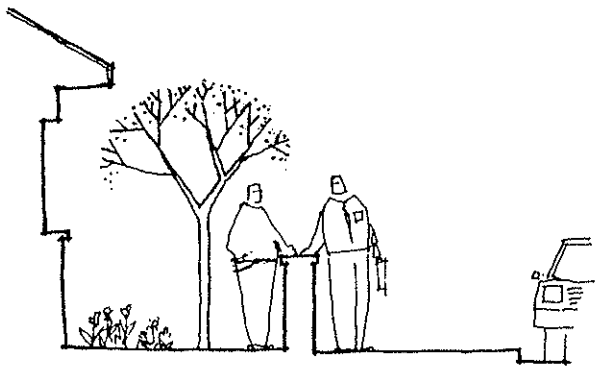




The design of the streetfront determines the amount of resident's privacy and security.



Where the setback from the sidewalk is small, raising the floor level up more than 4' above the sidewalk and/or providing a planting bed can provide a sufficient transition.



Low walls, fences and iron gates can enclose private open space while still allowing social interaction.

Intent:

To create a transition between the living areas of residences and the street, which provides for security and privacy for the residents.

Guidelines:

Provide appropriate screening and buffering to create a physical separation between pedestrians on the sidewalk and the windows of residential units.

Raise ground level windows and/or provide general landscaping as a transition, where building setbacks are minimal and the privacy of the residents is compromised.

Partially enclosed outdoor living areas like porches, provide a transition to residences and a zone which encourages social interaction between residents and neighbors.

When appropriate, define courtyards and yards with landscaping and low fences. Fences which face the street should be more than 70% solid.

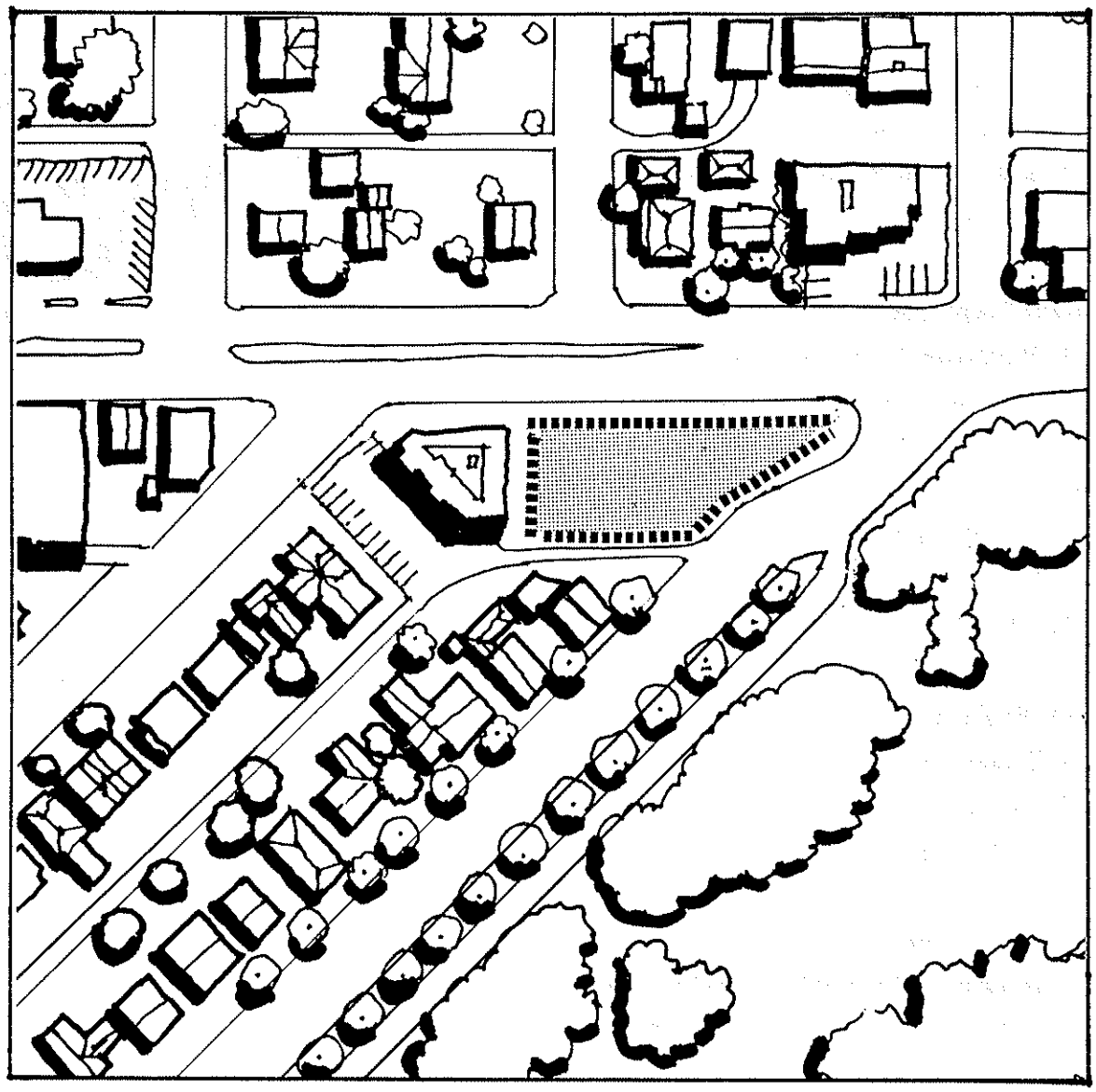
Chain link fences, having a negative industrial character, are not an appropriate edge along sidewalks and should not be used.

Applicability:

Certain development contexts require a greater amount of buffering and screening due to reduced setbacks and higher levels of pedestrian traffic.

Related Guidelines:

S 1.1 Inhabited Streets



Neighborhood Character

Adjacent Properties

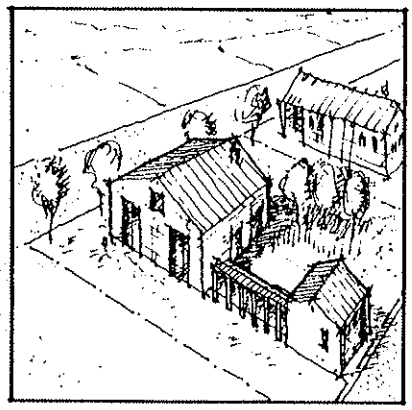
Siting

Natural Elements

Transit Facilitation

SITE PLANNING

SITE PLANNING



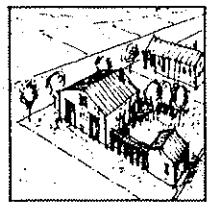
1. Neighborhood Character
    1. Creating Streetscape Compatability
    2. Relating the Building to the Street
    3. Compatability within Emerging Centers

2. Adjacent Properties
    1. Retaining Privacy and Solar Access
    2. Parking Adjacent to Residences

3. Siting
    1. Creating Usable Open Space
    2. Siting Parking Areas
    3. Siting Service Elements

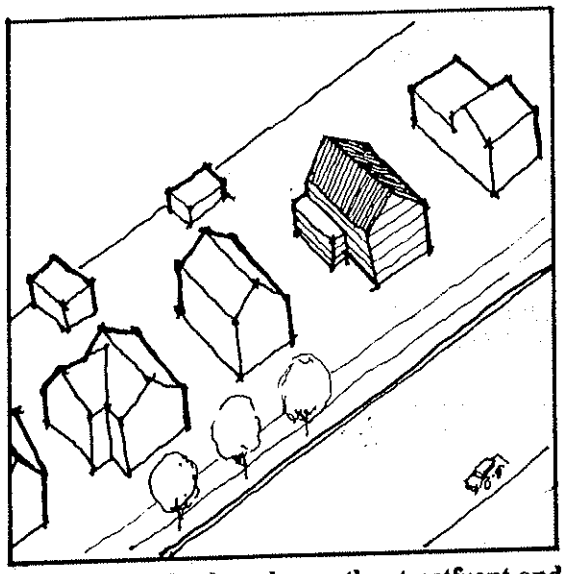
4. Natural Elements
    1. Preserving Sensitive Areas
    2. Storm Water Management
    3. Protecting Significant Trees

5. Transit Facilitation
    1. Integrating Transit into Site Planning
    2. Pedestrian Circulation in Multi-family Complexes

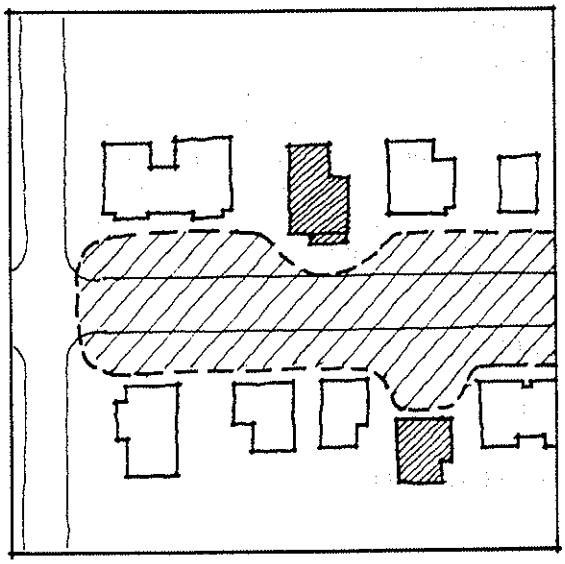


Neighborhood Character

SP 1.1 Creating Streetscape Compatibility



Consistent setbacks enhance the streetfront and respect neighbors.



Buildings which do not retain the street front setback can negatively affect the sense of the street as a space or "room."

Intent:

To enhance the positive character of the street.

To define the street as a coherent space or "room."

To fit into a neighborhood more compatibly.

To provide pleasant and safe pedestrian circulation, providing clear access to residences.

Guidelines:

Site buildings on a property to acknowledge and reinforce the existing characteristics of the street. In established neighborhoods set the building back from the street approximately the same distance as neighboring buildings.

Exception :

Varying street setbacks to preserve existing trees or natural features, protect views, or support other urban design goals may be appropriate.

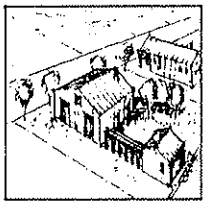
Sidewalks should be continuous to enhance pedestrian movement.

Applicability:

Infill conditions where a positive street character has been established.

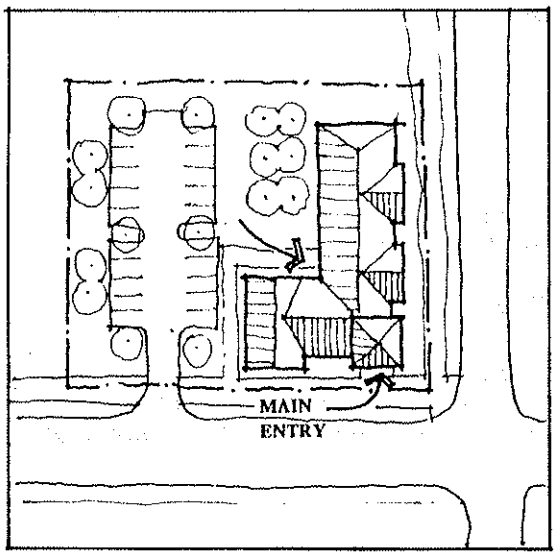
Related Guidelines:

NP 4.3 Residential Street Construction



Neighborhood Character

SP 1.2 Orienting the Building to the Street



All buildings should be sited and have building elements, like entries which relate to the street. Entries to buildings should not just be from parking lots.

Intent:

To enhance the character of the street by encouraging buildings to front the street.

To enhance pedestrian access and walking.

Encourage interaction among neighbors.

Guidelines:

All buildings should provide a front face to the street. Building facades should relate to the street.

Buildings should not be sited in ways which make their entries or intended use unclear to approaching visitors.

The main approach to any residential building should not be off a parking lot. Avoid parking cul-de-sacs in suburban development which impede pedestrian circulation.

Provide clear pedestrian entries from the street and not just from adjacent parking areas.

Compose architectural elements to add interest to the building facade.

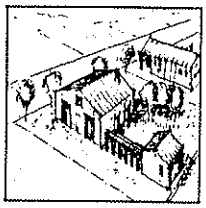
Provide a transition between the public realm of the street and the private realm of the residences. A transition could be a well landscaped frontyard, a low fence or wall, a recessed entry, a courtyard, or other device that provides privacy but visibility from the street.

Applicability:

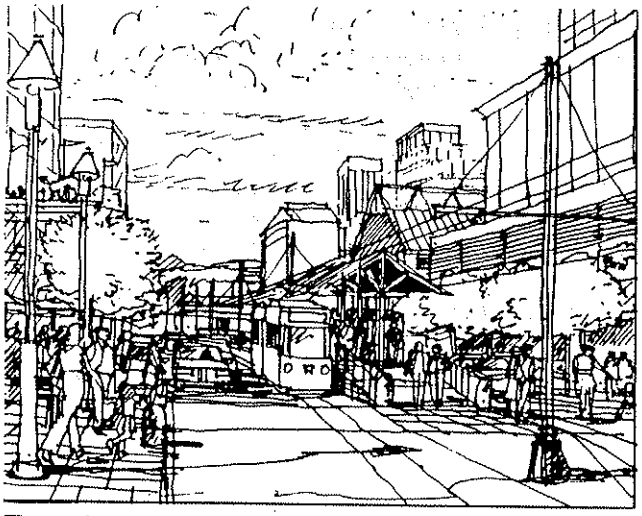
Residential projects in all development contexts.

Related Guidelines:

S 2.1 Access to Buildings from the Street
SP 3.2 Siting Parking Areas
BD 3.3 Entries

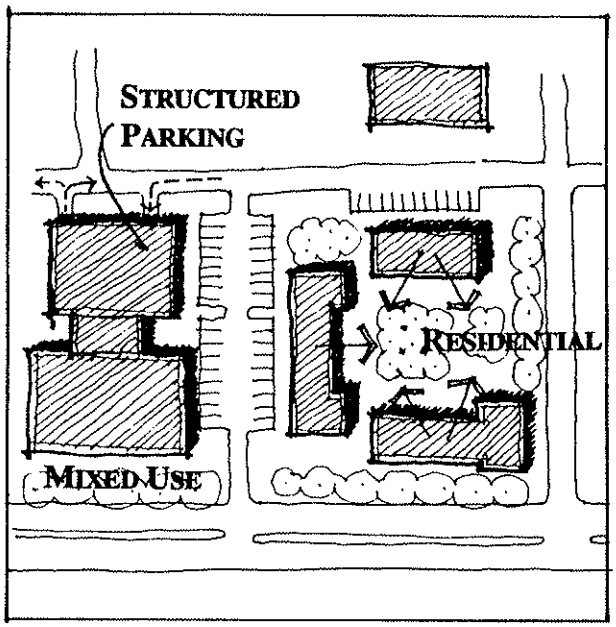


Neighborhood Character
SP 1.3 Compatibility within Emerging Centers



Puget Sound Council of Governments

Emerging center which successfully integrates diverse land uses and transit alternatives.



In Emerging Centers careful siting should focus views toward private courtyards or gardens, and limit parking lots.

Intent:

To integrate development successfully within mixed-use commercial areas, providing residents with shopping and employment within walking distance.

To create a pedestrian friendly environment for residents.

To encourage the use of transit alternatives.

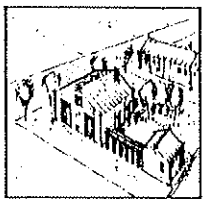
Guidelines:

Within the context of higher density, mixed residential and commercial zones (Emerging Centers), residential and mixed use buildings should be sited to orient to the street and respect adjacent residential projects.

Residential uses are compatible with other uses if sited properly to take into account views of parking and negative building services like trash areas, and pedestrian circulation. Certain late night uses may not be as compatible and should be sited accordingly.

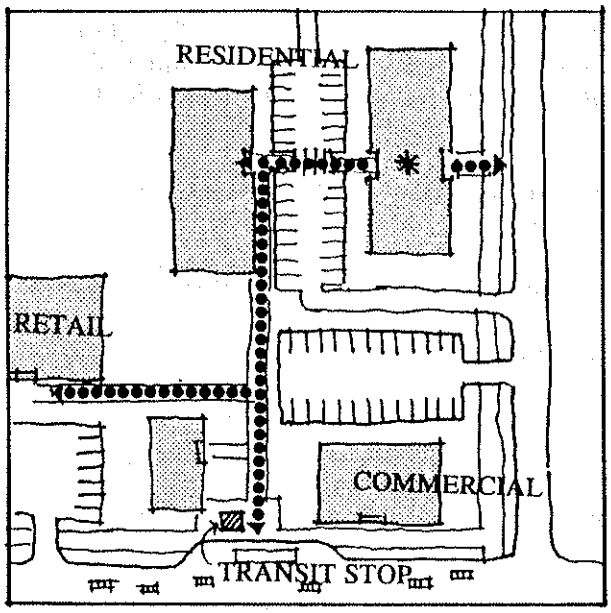
In Emerging Centers where different land uses are within closer proximity to each other, suburban housing types or models might not be as applicable. Site planning strategies to create more compatible residential buildings might emphasize grouping buildings to orient to courtyards and gardens, careful to avoid service areas and parking lots.

Proximity to services and transit should lead to reduced requirements for parking. Structured parking should be encouraged to reduce the impact of cars and parking lots.



Neighborhood Character

SP 1.3 Compatibility within Emerging Centers (cont.)



Provide clear pedestrian circulation routes connecting residences with adjoining compatible uses.

Guidelines (cont):

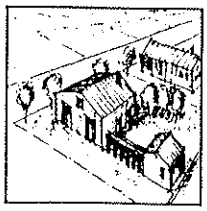
Provide pedestrian circulation routes through all residential complexes linking building entries and parking areas to adjacent uses or services. Interconnect complexes with clear and well lit paved paths. Provide steps and ramps to cross retaining walls, and gates to breech fences if they impede pedestrian movement to shopping and other common activities, and especially to transit.

Applicability:

Large residential complexes in Emerging Centers.

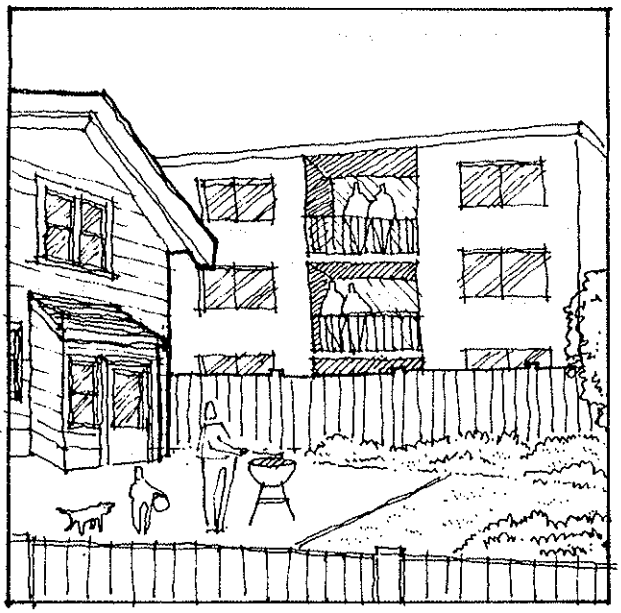
Related Guidelines:

SP 5.2 Pedestrian Circulation in Multi-family Complexes

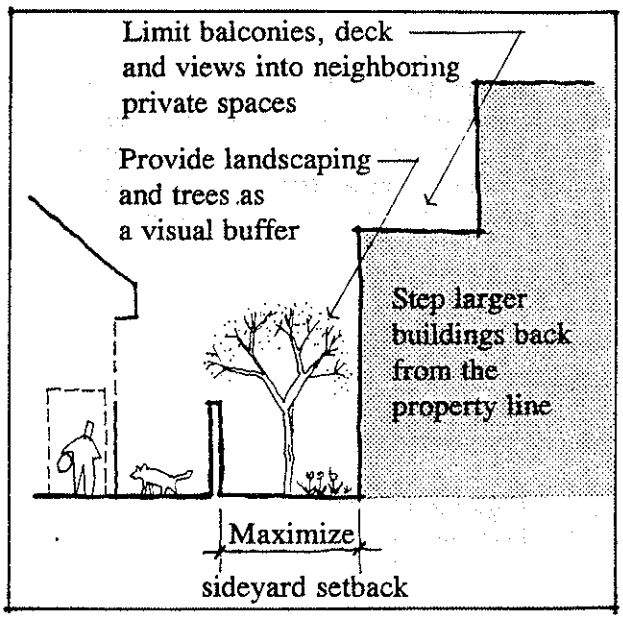


Adjacent Properties

SP 2.1 Retaining Privacy and Solar Access



New multifamily development reducing the privacy of adjacent residences.



Methods used to reduce the impact on adjacent private yards.

Intent:

To reduce the impact on the privacy, comfort and utilization of neighboring yards and homes.

To restrict new development from depriving adjacent homes of direct sunlight.

Guidelines:

New buildings which project beyond the homes on adjacent lots should be carefully designed to reduce their impacts. Buildings can address this issue in several recommended ways.

* Limit the length and height of the projection into the rear yard area to reduce the impact on neighbor's yards.

* Step back the upper floors or increase the side setback so that sunlight is not totally blocked from reaching adjacent yards.

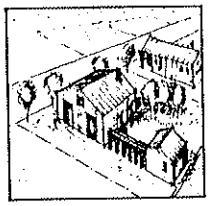
* Windows, decks and balconies overlooking neighboring yards should be minimized and/or screened to enhance privacy.

Applicability:

Infill projects which are of a scale and size much larger than adjacent homes with rear yards

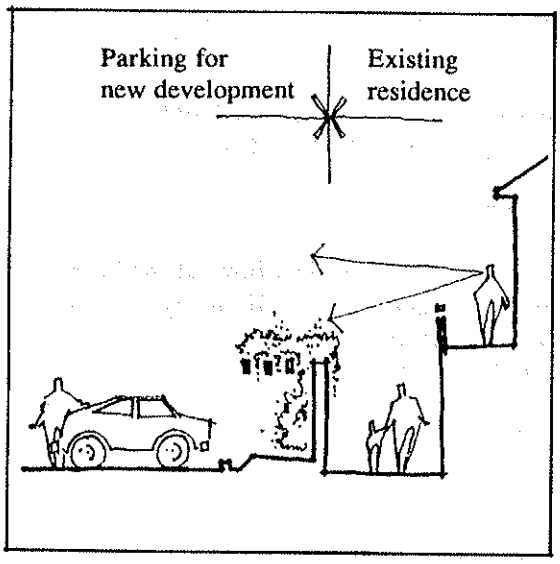
Related Guidelines:

SP 2.2 Parking Adjacent to Residences

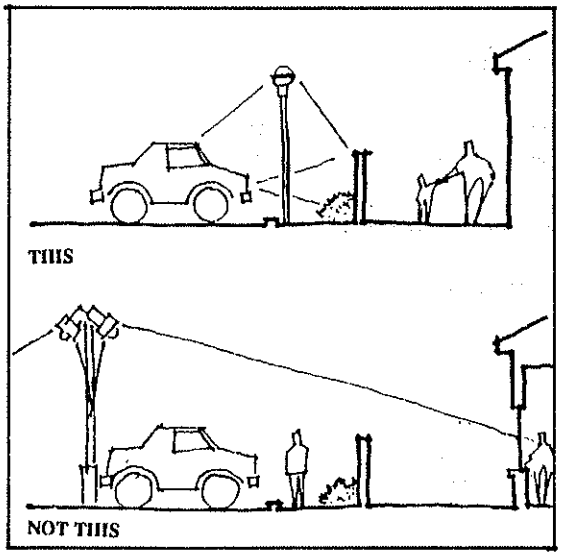


Adjacent Properties

SP 2.2 Parking Adjacent to Residences



Trees and trellises reduce the views of parking lots from adjacent homes.



Parking lot lighting should be sited to not provide unnecessary glare on neighboring residential properties.

Intent:

To reduce the impact of parking lots and service areas on adjacent homes.

To retain the privacy of adjacent properties.

Guidelines:

Parking, except on the street edge, should not be located between the residence and the street. Surface parking which cannot be located to the rear of the development may be located toward the side if screened from adjacent residences. Provide a screening wall to buffer the visual and audible impacts of automobiles. The height of the screen should be sufficient to prevent direct views from the parking lot into the first floor of residential units on adjacent lots and block headlights.

Provide screening walls of solid and attractive materials enhanced by landscaping.

Provide trees, trellises or other coverings which reduce the views of parking lots from neighboring homes.

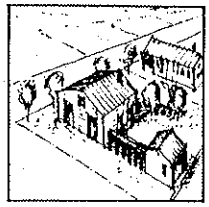
Locate and aim parking lot and other site lighting so that it does not cause glare and intrusive light patterns into neighboring residential properties. Lighting should be of a pedestrian scale with pole heights and lighting fixtures which reduce glare.

Applicability:

Infill multi-family projects adjacent to single-family properties.

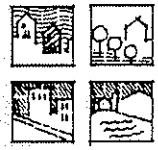
Related Guidelines:

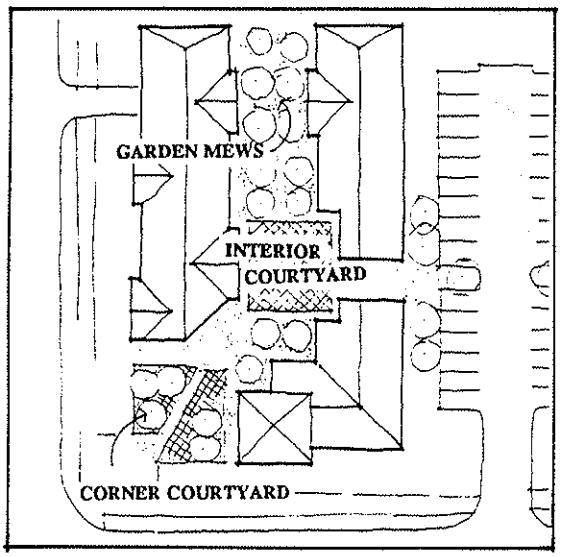
S 2.7 Lighting Design
S 3.3 Parking Lot Landscaping
SP 2.1 Retaining Privacy and Solar Access



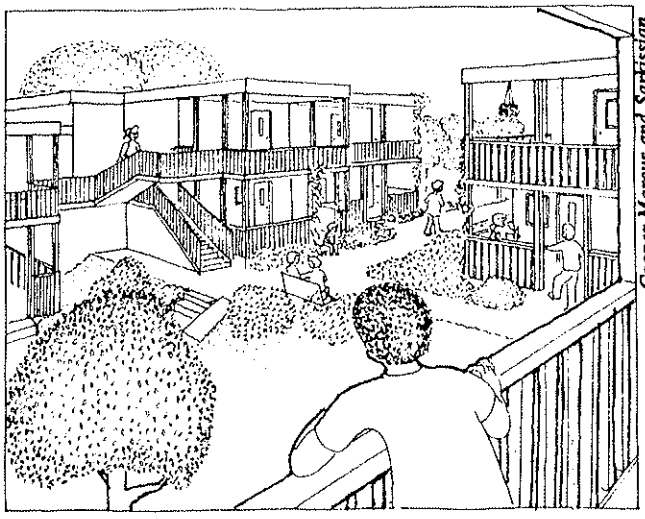
Siting

SP 3.1 Creating Usable Open Space





Several kinds of usable outdoor spaces can be created by the careful siting of buildings and appropriate landscape design.



Cooper Marcus and Sarkissian

Outdoor areas from residences like yards, terraces and balconies which overlook common outdoor space make the space more enjoyable and safe.

Intent:

To provide residents with inviting and well defined outdoor spaces.

Guidelines:

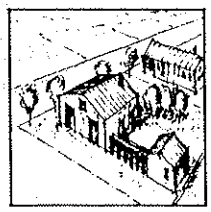
Organize and site multi-family residential buildings to create usable open space by creating one or more of the following:

- o Well landscaped courtyards to be usable by the residents and visible from the units to enhance security.
- o Individual outdoor spaces for all ground floor units.
- o Rooftop decks, balconies and well defined patios.
- o Play areas for children, located away from the street edge and parking lots.
- o Group or individual gardens/small plots for residents' use.
- o Other similar outdoor open spaces

Open space must be large enough to accommodate human activity and seating. Balconies should generally be 6' deep.

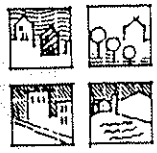
Orient outdoor spaces to receive sunlight. When possible orient spaces to face east, west or preferably south.

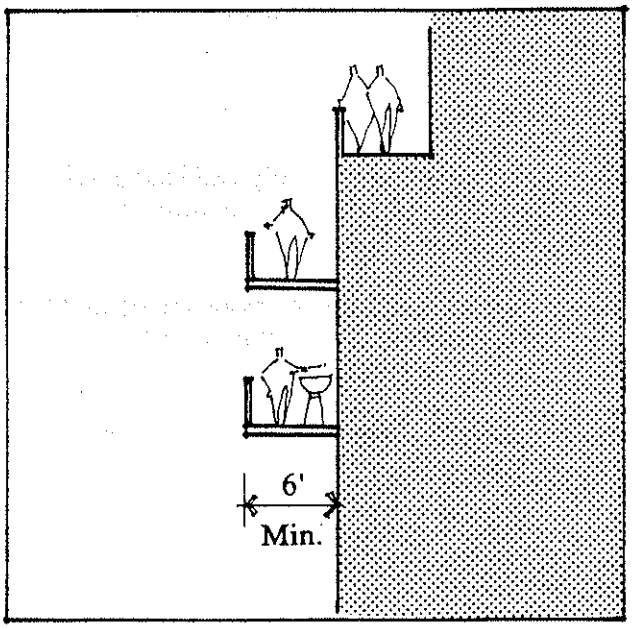
Provide paths, site furniture, lighting, and elements which will make outdoor spaces more enjoyable and better used.



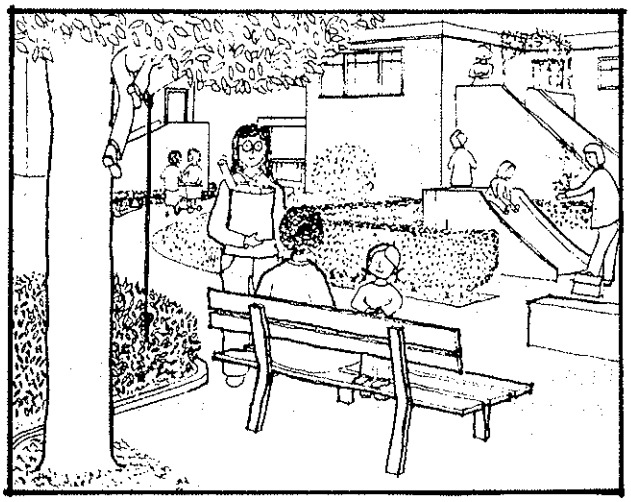
Siting

SP 3.1 Creating Usable Open Space (cont.)





Typically, balconies and rooftop decks should be 6' deep to be truly usable.



Cooper Marcus and Sarkissian

When neighbors frequently pass through a space where they see each other and can stop for a chat, the seeds of community are sown.

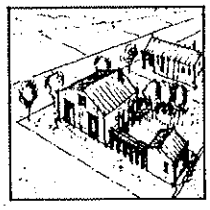
Residential building complexes should acknowledge and provide recreation activity space for toddlers and other children.

Applicability:

All developments in all contexts.

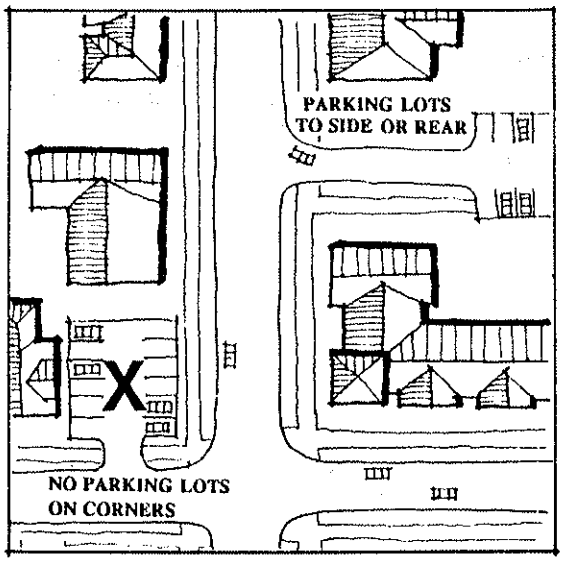
Related Guidelines:

S 4.1 Buffering Private Residential Spaces

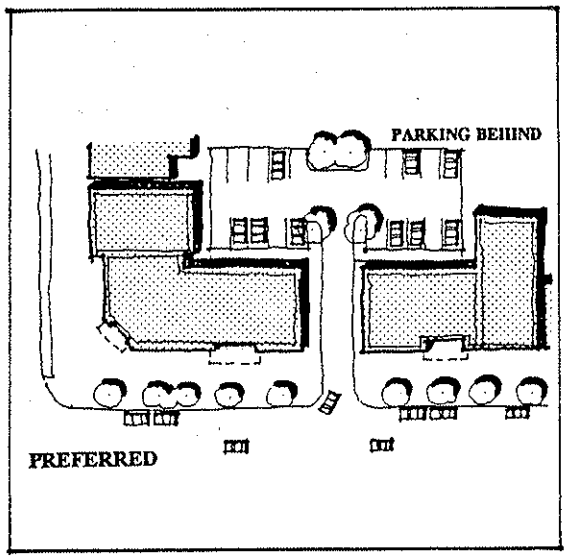


Siting

SP 3.2 Siting Parking Areas



Parking lots should not be sited on corners adjacent to intersections. Prominent building features should occupy the corner.



Siting parking lots behind buildings is preferred.

Intent:

To reduce the impact of the automobile while retaining accessibility and safety.

To allow buildings to reinforce the street and not face directly onto large parking areas.

To enhance pedestrian access, circulation and safety by reducing curb cuts and driveways across sidewalks.

Guidelines:

Locate parking lots for more than one car to the sides and rear of buildings. Parking lots should not be located in front yards.

For a lot facing two streets (corner lot) do not locate parking at the corner facing the intersection.

Do not allow driveways and garages to dominate the street front.

Provide access to parking off of alleys when available, to reduce curb cuts across sidewalks.

Provide on-street parallel parking when appropriate.

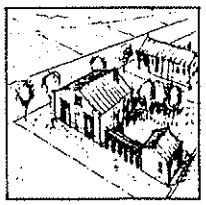
Provide clear, well lit paths from parking areas to the street and building entrance.

Applicability:

All building types, especially mixed use buildings and multi-family buildings, in urban growth areas.

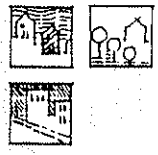
Related Guidelines:

S 2.4 Screening Parking Lots
BD 5.1 Parking Garage Compatibility with Residences

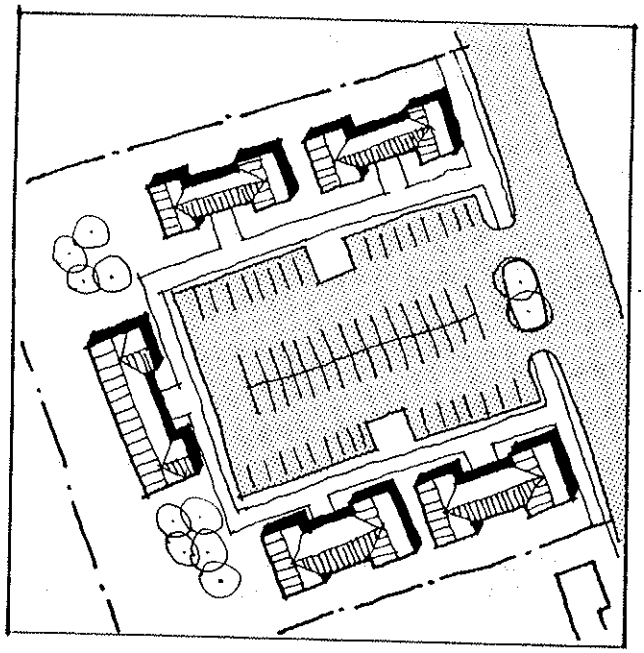


Siting

SP 3.2 Siting Parking Areas



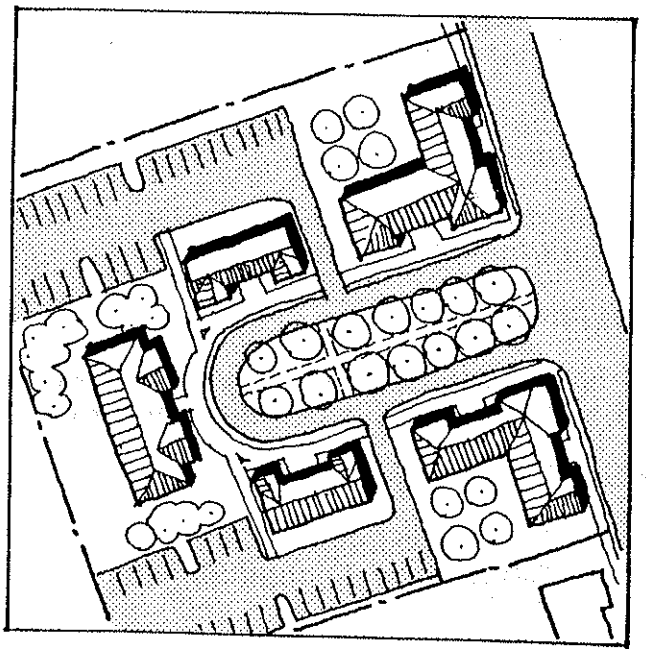
AVOID THIS CONDITION



These residential units front only a parking lot.

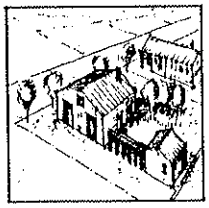
Parking lots to the front of buildings, especially when carports and garages for cars are included, restrict pedestrian circulation, lower values, and create large expanses of asphalt.

MORE SUCCESSFUL ALTERNATIVE



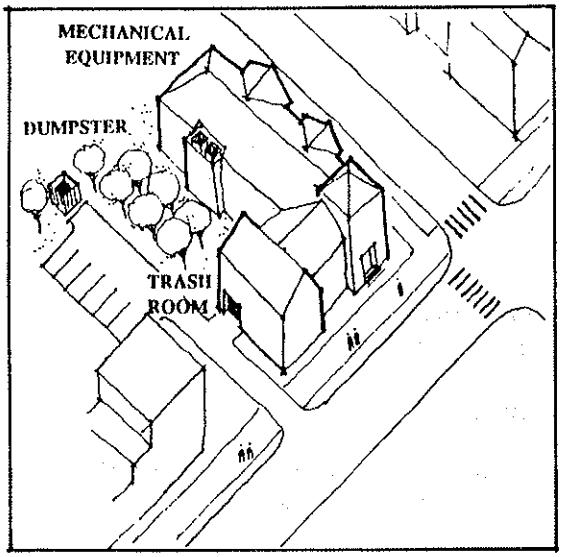
Preferred site planning which creates usable open space, adding value and identity to the complex, by siting parking behind the buildings.

Providing a small park or open space off of the road and allocating smaller parking lots behind residential buildings increases the value of development and creates a more visually pleasing environment.



Siting

SP 3.3 Siting Service Elements



The proper location of service elements is important to reduce their impact.

Intent:

To encourage more thoughtful siting of trash and other service areas, balancing the need for service access with the desire to screen its negative aspects.

Guidelines:

Locate service areas to not have a negative visual or physical impact on the street environment.

Site and/or screen mechanical equipment including chillers and condensers to be not visible screened from the sidewalk.

When possible, locate services for trash, recycling and loading in an enclosed service room off an alley, side drive or within a parking garage.

When service elements must be visible from the street follow S2.3 Screening Dumpsters and Trash Areas.

Pedestrian access should not be blocked by service elements.

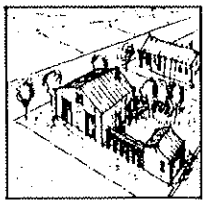
Service elements like mailboxes, utility meters, trash facilities and lighting should be incorporated into the overall design of a project.

Applicability:

All development in urban growth areas.

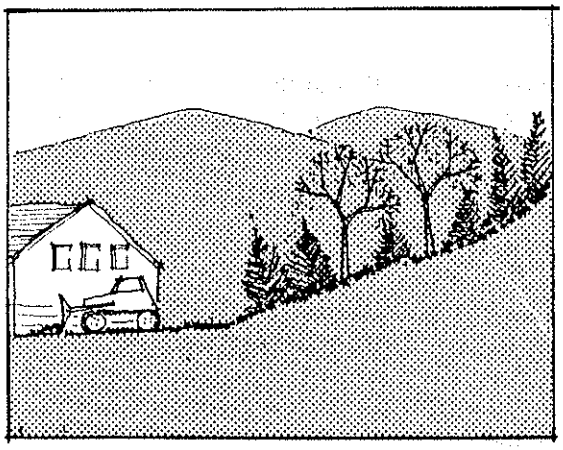
Related Guidelines:

S 2.3 Screening Dumpsters and Trash Areas



Natural Elements

SP 4.1 Preserving Sensitive Areas



Develop on the least valuable or least environmentally sensitive land.

This residential complex near downtown Edmonds incorporates an existing stream bed and numerous significant trees into its site planning, lending the project a chief amenity and distinctive identity.

Intent:

To protect sensitive areas of a site from development.

To reduce the impacts of development on steeply sloped sites.

To encourage appropriate storm water management.

To minimize mass surface grading which destroys the character of the landscape.

Guidelines:

Site buildings to preserve sensitive areas like wetlands, wildlife habitat, woods and steep slopes. Adhere to applicable federal, state and local ordinances.

Select appropriate building types and locate with respect to the natural topography to minimize grading.

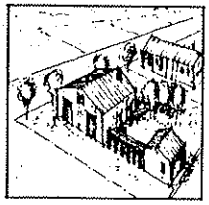
Avoid slope disturbance which may affect soil and vegetation stabilization.

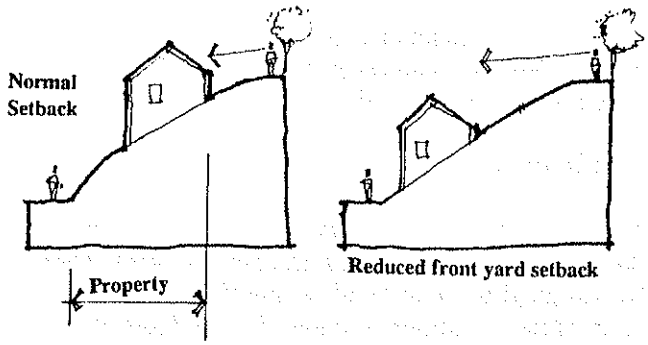
Do not store building materials or equipment in sensitive areas. Protect trees and other natural areas during construction.

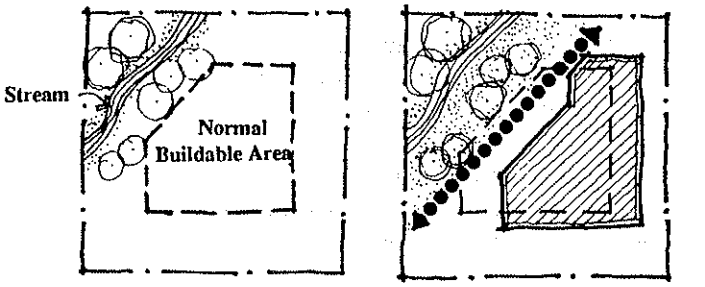
Stands of mature trees should be retained where possible. Residences should be sensitively integrated into existing trees.

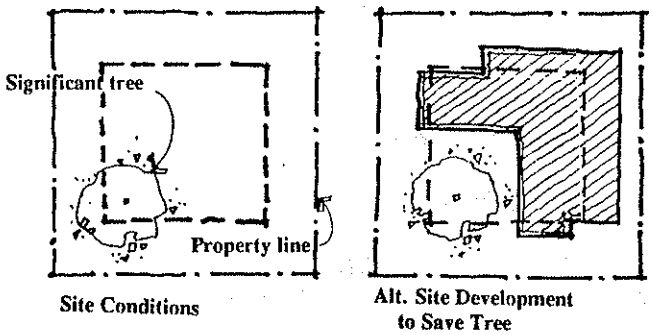
Do not drain runoff directly from a paved area or roof into a natural wetland. Biofiltrate such runoff through grass lined swales.

Design drainage channels and retention areas into a buffer or greenbelt. Coordinate with existing water courses.









Relaxing certain site restrictions to enhance views from a public park, provide pedestrian access to open space, or save a significant tree.

Guidelines (cont.):

If possible, building siting should retain significant views from a public viewpoint, street or park. The review body may propose the modifications of setback requirements or other design guidelines if such a departure results in public view preservation and does not incur other significant negative impacts.

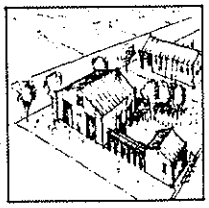
Special implementation note: Some jurisdictions may wish to allow the same number of units on a given parcel regardless of whether or not that parcel contains a sensitive area. Local review boards may allow the relaxation of certain setback requirements or land area requirements to better accommodate the wetland or other natural area.

Applicability:

Development in all contexts.

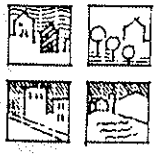
Related Guidelines:

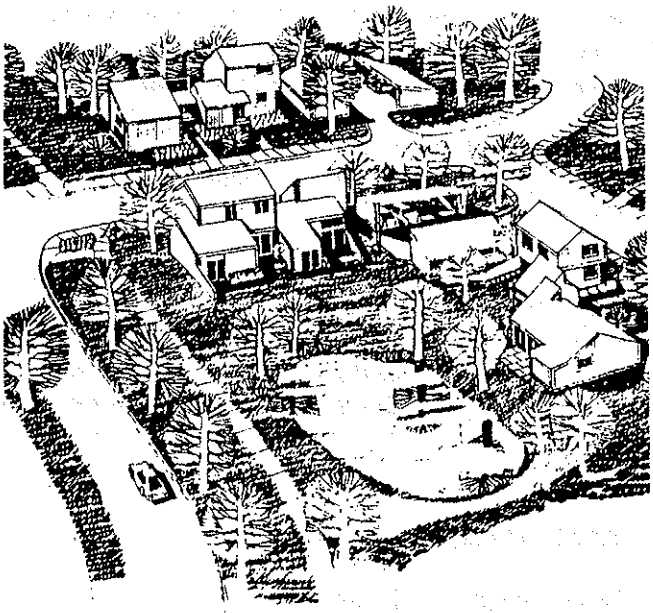
SP 4.2 Enhancing Water Drainage Patterns
SP 4.3 Protecting Significant Trees
NP 6.2 Encouraging Protection of Natural Resources



Natural Elements

SP 4.2 Storm Water Management





Intent:

To reduce stormwater runoff (and improve water quality) through natural infiltration methods, reducing costly storm drainage.

Guidelines:

Minimize impervious surfaces to reduce storm water run-off. Driveways and parking areas should be designed to be as small as possible. Drives for residential development under 6 units from streets or alleys to parking lots should be shared. Use when possible porous asphalt pavement or pervious concrete pavement.

Retain existing water drainage patterns. Provide for on site detention and retention of storm water runoff according to local requirements.

Utilize grasslined bioecological swales to conduct runoff where possible. Swales should typically not be located in front yards parallel to the street.

Maintain existing vegetation around wetlands and water bodies. Natural vegetation left undisturbed on the site reduces run-off and general maintenance.

Follow all federal, state and local regulations addressing sensitive areas as applicable.

Applicability:

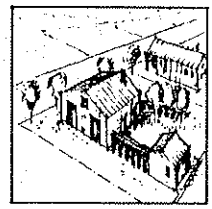
Development in all contexts.

Related Guidelines:

SP 4.1 Preserving Sensitive Areas
NP 6.1 Maintaining Existing Drainage Patterns

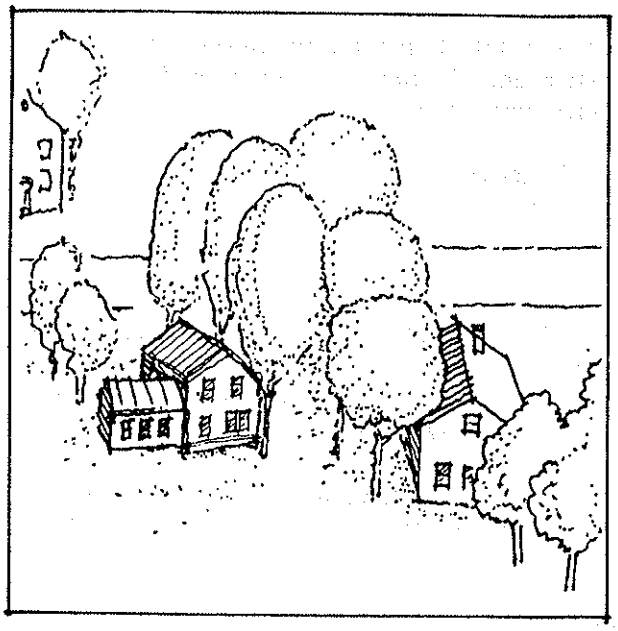
Reference:

See Stormwater Management Manual for the Puget Sound Basin (Washington State Department of Ecology, 1991)

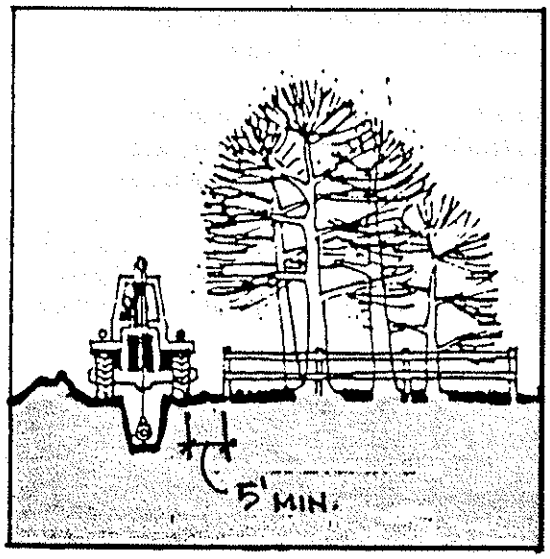


Natural Elements

SP 4.3 Protecting Significant Trees



Significant trees enhance the value of adjacent homes.



Existing trees and other natural areas, fenced and protected during construction.

Intent:

To retain the positive visual character of the landscape.

To preserve and enhance the county's physical and aesthetic character.

To minimize surface water runoff and to prevent erosion and reduce the risk of slides.

Guidelines:

Protect existing significant trees by siting buildings to areas of the site which will minimize tree destruction. A minimum of 20% of the site's significant trees should be protected and retained. Trees should be retained as much as possible in stands or clusters.

Significant trees generally are all healthy trees over 6" in caliper, of conifer species and mature hardwoods.

Protect trees during construction to reduce damage to both limb and roots caused by careless workers. Do not operate mechanical equipment or store materials in sensitive areas.

No grading is allowed within the drip line of retained trees.

No groundcover or trees which are within the designated buffer area of creeks, streams, lakes and other shoreline/wetland areas shall be removed.

Applicability:

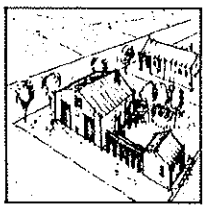
Development in all contexts.

Reference:

Lacy tree preservation ordinance

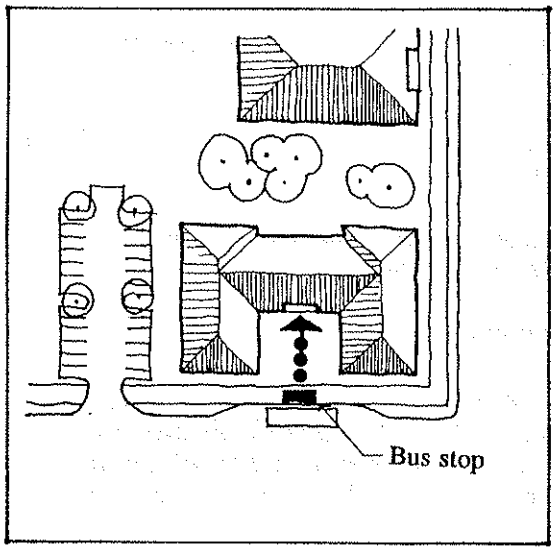
Related Guidelines:

SP 4.1 Preserving Sensitive Areas
NP 6.2 Encouraging Protection of Natural Resources

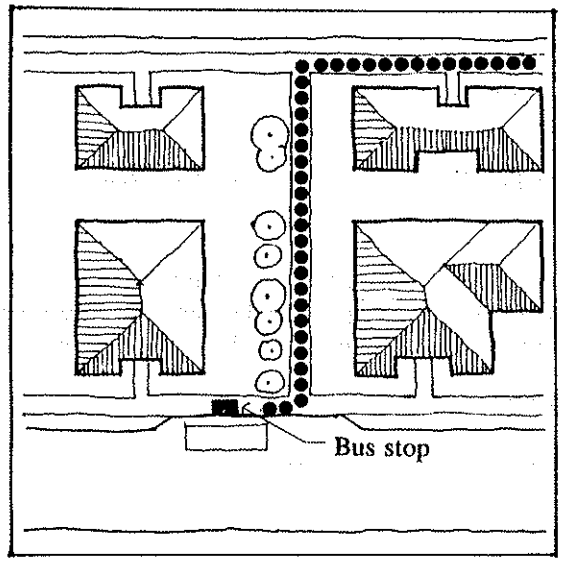


Transit Facilitation

SP 5.1 Integrating Transit into Site Planning



Building entrance oriented to street and transit stop.



Pedestrian access to transit provided across the block.

Intent:

To encourage transit use by making transit more convenient. To integrate transit and bus shelters compatibly into the neighborhood.

To shelter residents and other transit users from wind and rain.

Guidelines:

In residential projects of greater than twenty (20) units, project applicants should identify (to the reviewers) transit alternatives and existing transit stops within use of the residents of the project.

Place new transit stops in coordination with the transit provider if accessibility to transit by the residents can be enhanced.

Incorporate when possible a shelter as an integral part of the building design.

Place any large parking areas at the side or rear of the site.

Connect building entrances, transit facilities, and parking areas by paved sidewalks.

Design a site free of pedestrian barriers. (Good design intentions like walls, swales, and landscaping can obstruct pedestrian travel.)

Provide pedestrian facilities like benches with back rests, trash containers, clear signage, pedestrian lighting and well maintained landscaping adjacent to transit stops.

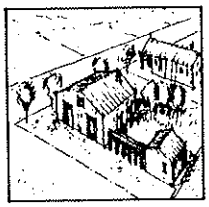
Orient building entrances toward transit facilities, and clearly mark routes to those facilities.

Applicability:

All development in urban growth areas.

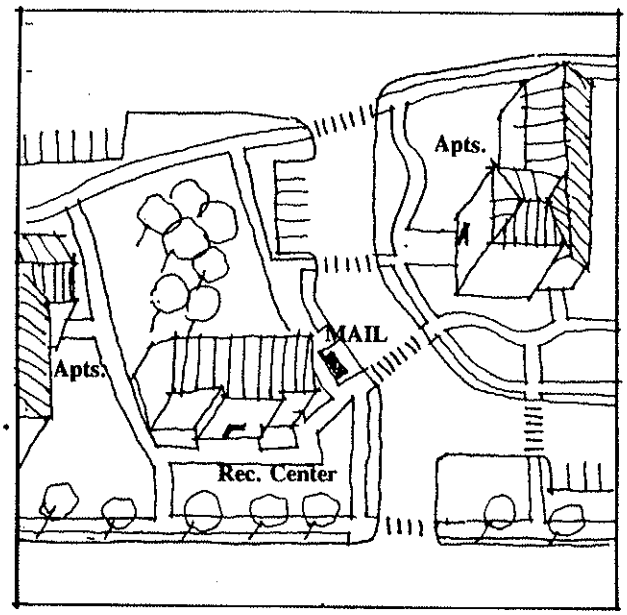
Related Guidelines:

NP 5.1 Transit Access in Neighborhood Planning

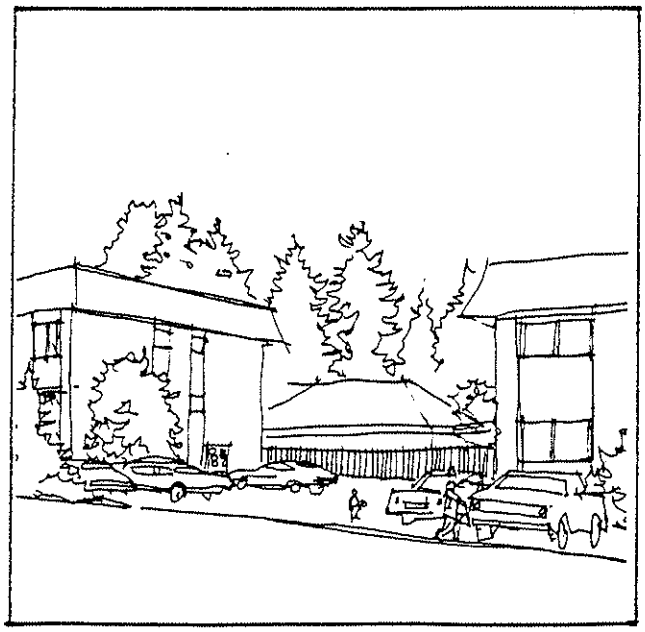


Transit Facilitation

SP 5.2 Pedestrian Circulation in Multi-family Complexes



Connect buildings in multi-family complexes with clear pedestrian paths.



Parking lots encircling residential buildings are unsightly and unsafe to children.

Intent:

To eliminate the physical barriers which impede pedestrian circulation between residential complexes and other destinations like transit and shopping.

Guidelines:

Multi-family complexes should not be isolated enclaves separated from each other and commercial development by fences, walls, and parking lots.

Provide well lit and landscaped pedestrian paths from residents to other residential complexes, the street edge and adjacent commercial properties.

All residential buildings should front streets not parking lots. Entrances should be clearly visible form the street edge sidewalk, not oriented only toward parking lots.

Reduce the size of parking lots by providing clear pedestrian paths through larger lots. Mark pedestrian routes with changes in paving and landscaping.

Combine driveways to reduce the danger and inconvenience to pedestrians.

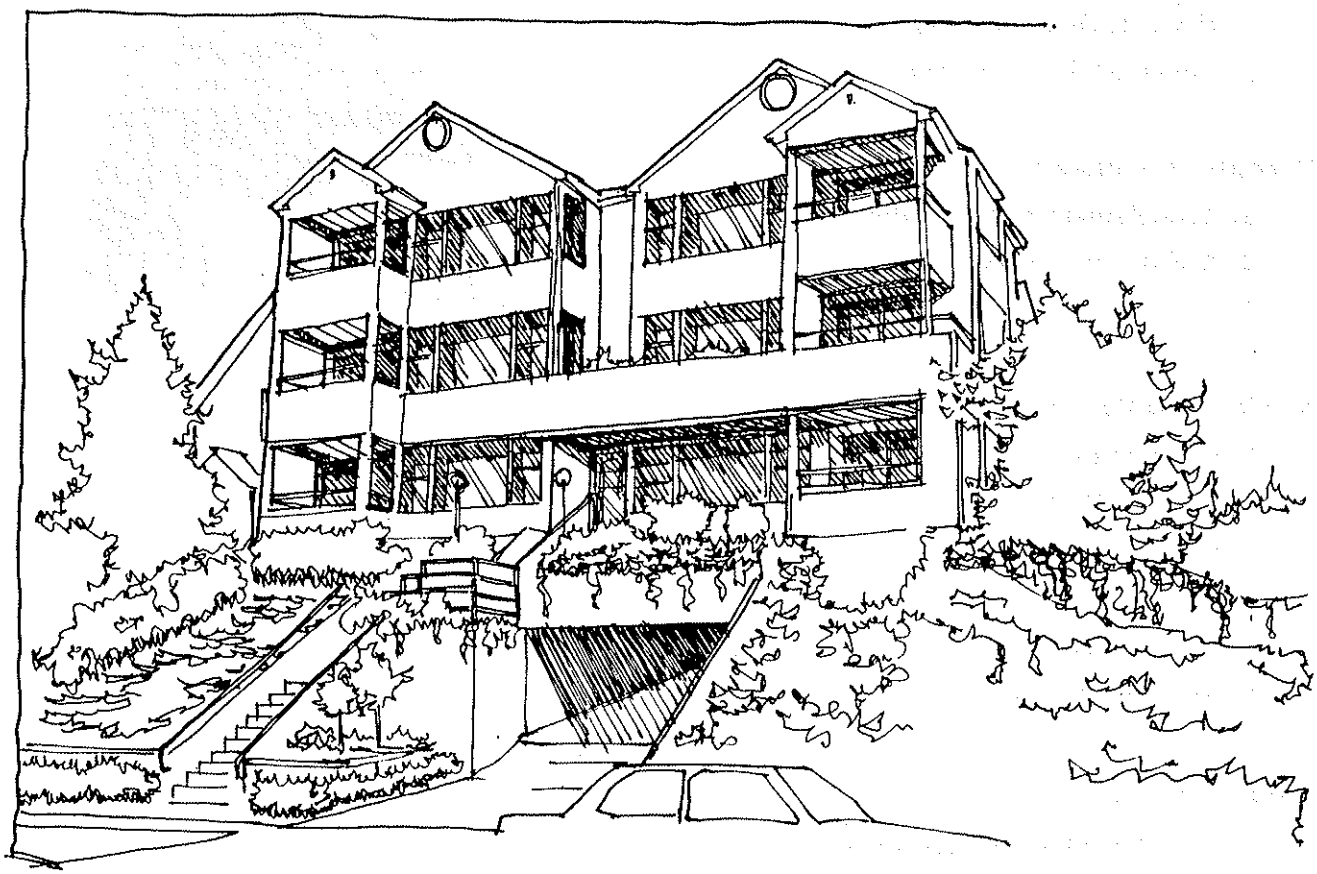
Applicability:

All multi-family residential buildings and complexes.

Related Guidlines:

S 2.1 Access to Buildings Along the Street
SP 1.2 Relating the Building to the Street
SP 1.3 Compatibility within Emerging Centers
SP 3.2 Siting Parking Areas
SP 5.1 Integrating Transit into Site Planning
BD 3.3 Entries

BUILDING DESIGN



Architectural Character

Character and Massing

Architectural Elements

Exterior Finish Materials

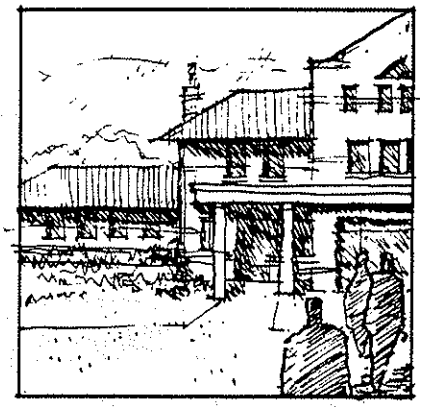
Parking Garages

Mixed-use Buildings

Conversions and Additions

Special Needs Housing

BUILDING DESIGN



1. Architectural Character
    1. Consideration of Site Conditions
    2. Unifying Design Concept
    3. Compatability with Neighbors

2. Character and Massing
    1. Articulation and Modulation
    2. Architectural Scale
    3. Rooflines

3. Architectural Elements
    1. Human Scale
    2. Building Features
    3. Entries

4. Exterior Finish Materials
    1. Appropriate Materials

5. Parking Garages
    1. Compatability with Residences
    2. Integration with the Attached Residences

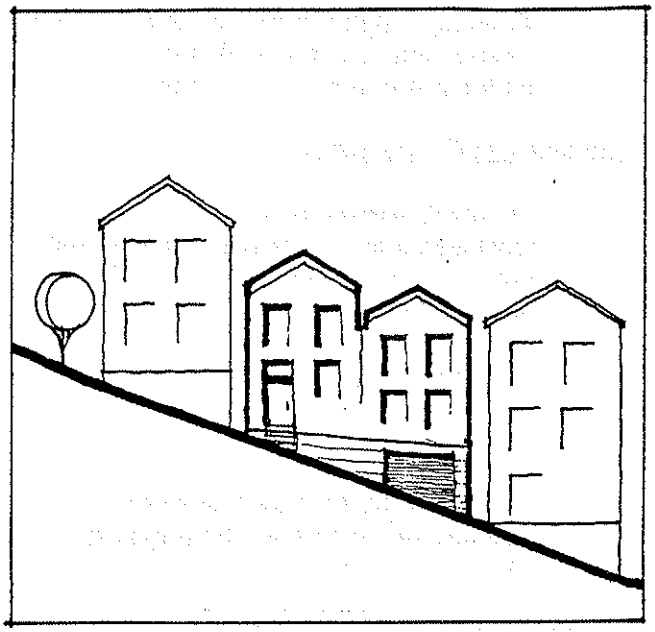
6. Mixed-use Buildings
    1. Site and Building Design

7. Conversions and Additions
    1. Accessory Apartments in Single Family Dwellings
    2. Auxiliary Residential Structures on the Same Lot

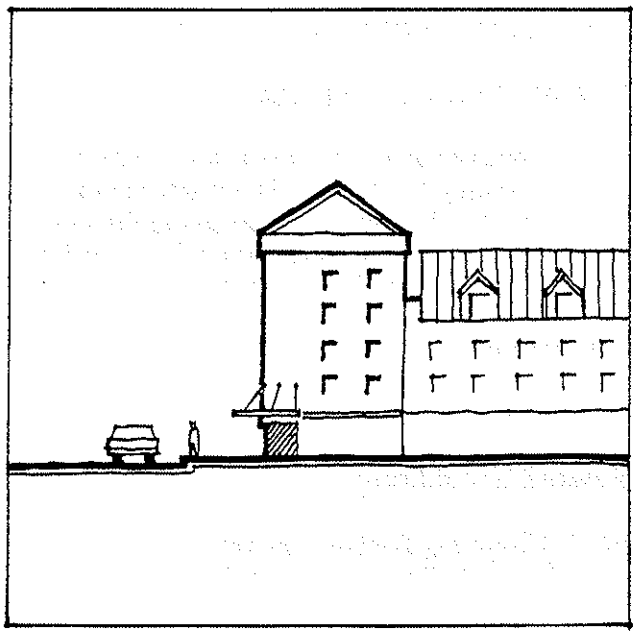
8. Special Needs Housing
    1. Site and Building Design

Architectural Character

BD 1.1 Consideration of Site Conditions



Stepping buildings on steep topography.



Emphasizing the corner at an intersection of major streets.

Intent:

To encourage new development to be designed for the specific conditions of its site.

To ensure that new development will fit in with the neighborhood.

Guidelines:

The design of a building, its location on the site, and its layout should respond to specific site conditions.

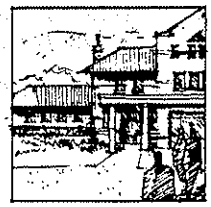
Site characteristics to consider in the design of a building include the following.

Topography

- Reflect natural topography rather than obscure it. For instance, buildings should be designed to "step up" hillsides to accommodate significant changes in elevation.
- Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, consider similar treatment for the new structure.
- Designing the building in relation to topography may help to reduce the visibility of parking garages.

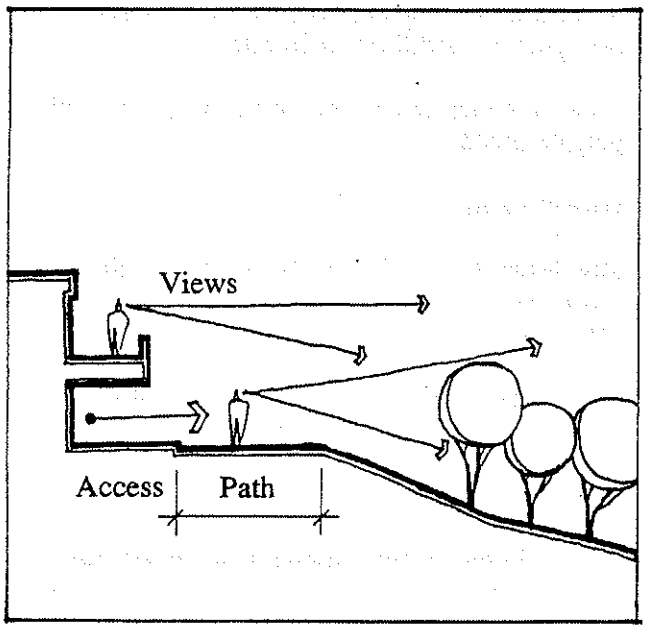
Solar Orientation

- The design of a structure and its massing on the site can enhance solar exposure for new development and minimize impacts on adjacent structures and public areas.

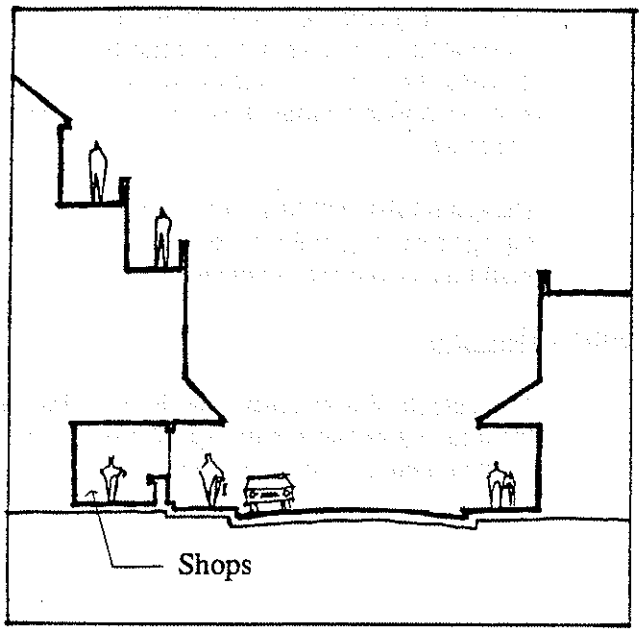


Architectural Character

BD 1.1 Consideration of Site Conditions (cont.)



Siting a building to take advantage of a visual amenity.



Reinforcing a shopping street with ground floor commercial.

Corner Lot

- Building design can accent the corner at an intersection of streets with a change of building wall plane and roofline.

Site Size and Configuration

- On small, narrow sites or sites with frontage on narrow streets, massing and design can help minimize the perception of building bulk, minimize impacts on adjacent development and enhance conditions for on-site open space.

Natural Features

- Reflect natural features like views, stands of trees, and open space by providing views and pedestrian access to these amenities.

Pedestrian Oriented Shopping Street

- Reinforce the streetscape with shops at ground level and pedestrian amenities.

Existing Structures on the Site

- Where a new structure shares a site with an existing structure or is a major addition to an existing structure, designing the new structure to be compatible with the original structure will help it fit in.

Applicability:

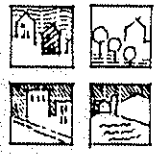
Development in all contexts.

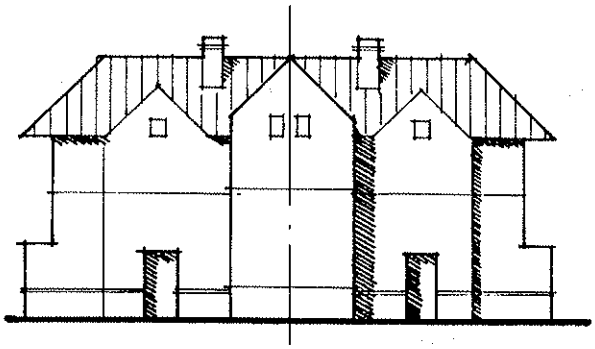
Related Guidelines:

BD 1.2 Unifying Design Concept
BD 1.3 Compatibility with Neighbors

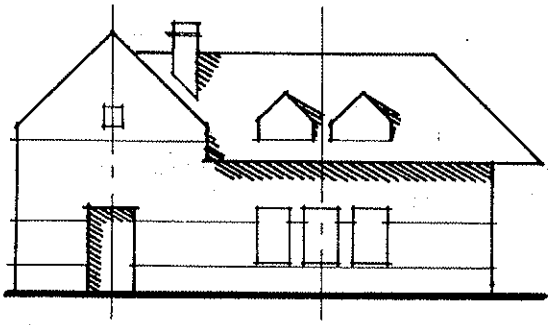
Architectural Character

BD 1.2 Unifying Design Concept

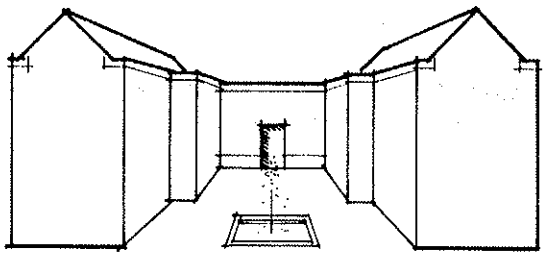




Symmetrically Balanced: order achieved by balancing both sides around the center.



Asymmetrically Balanced: balanced among several points.



Organized around an outdoor space.

Intent:

To unify and organize a building's architectural character and individual elements such as entries, windows, gardens, roofs, etc.

Guidelines:

All buildings should be visibly organized by a clear design concept. Examples of some concepts include:

Axial Symmetry:

A formal organization which balances equal elements and features around a vertical plane common in classical revival and colonial style buildings.

Asymmetric Balance:

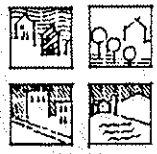
A dissimilar, yet harmonious composition of numerous similar or complementary forms. The composition reflects the local context, site conditions or building function.

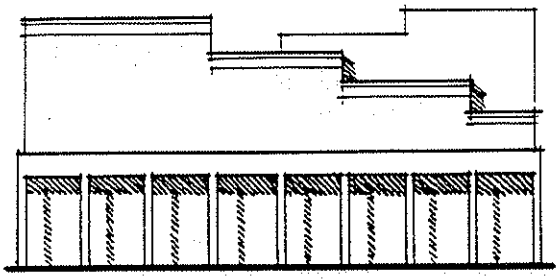
Courtyard Organization:

Groupings of building elements to help clearly define usable outdoor spaces.

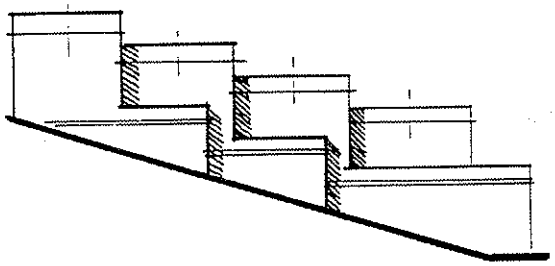
Architectural Character

BD 1.2 Unifying Design Concept (cont.)

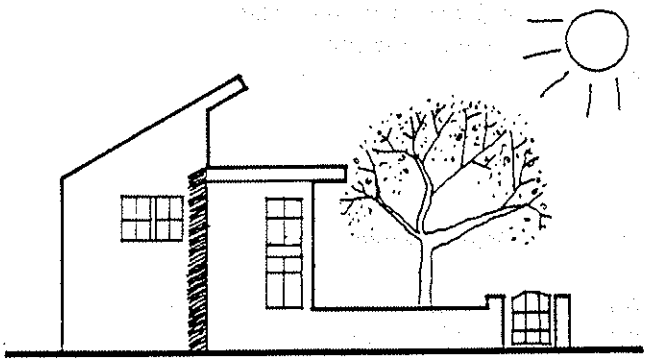




The arcade gives order to the building.



Terracing the building acknowledges the slope.



Designing a building around alternative energy systems.

Guidelines (cont.):

Major Architectural Element:

Focus around a strong architectural element like an arcade, a gallery or a major entry.

Terracing:

Dividing a building into horizontal terraces that step down a steep slope can reduce the building's impact on the site and provide usable decks.

Environmental Response:

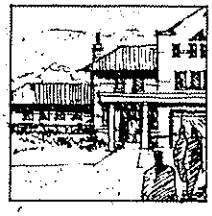
Basing the design on significant views, solar orientation, siting for usable outdoor spaces, etc.

Applicability:

All buildings regardless of type, site condition or development context.

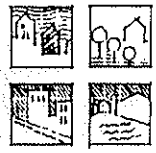
Related Guidelines:

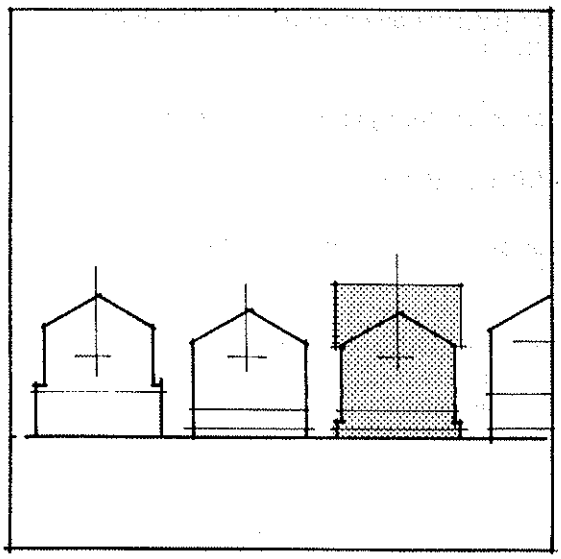
BD 1.1 Consideration of Site Conditions
BD 1.3 Compatibility with Neighbors



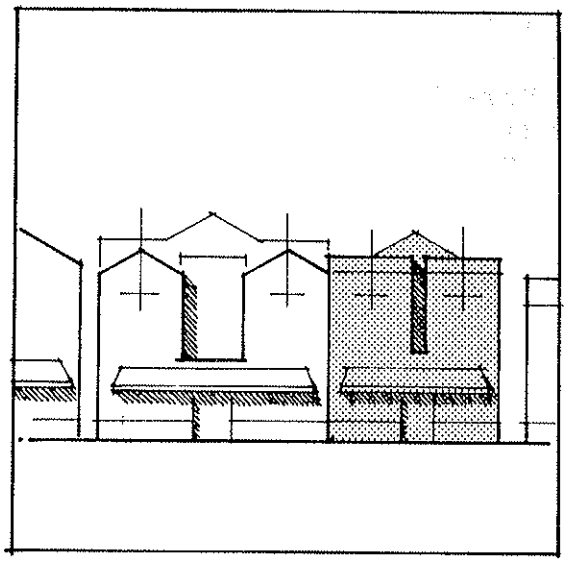
Architectural Character

BD 1.3 Compatibility with Neighbors





New building emphasizes the height, scale, and roof forms of adjacent buildings.



New building emphasizes the height, proportions, and canopy of its neighbors.

Intent:

To enhance the character of an established neighborhood or street.

Guidelines:

The project proponent should submit materials that document the existing architectural character of the street or area and define the aspects of the context which are most important. The project plans should identify the ways the project incorporates these aspects.

Unless there is an overriding concern or a poorly defined context, new building should reflect the architectural character of surrounding buildings in some of the following ways:

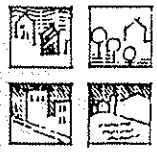
* similar unifying design concept
  - see BD 1.2

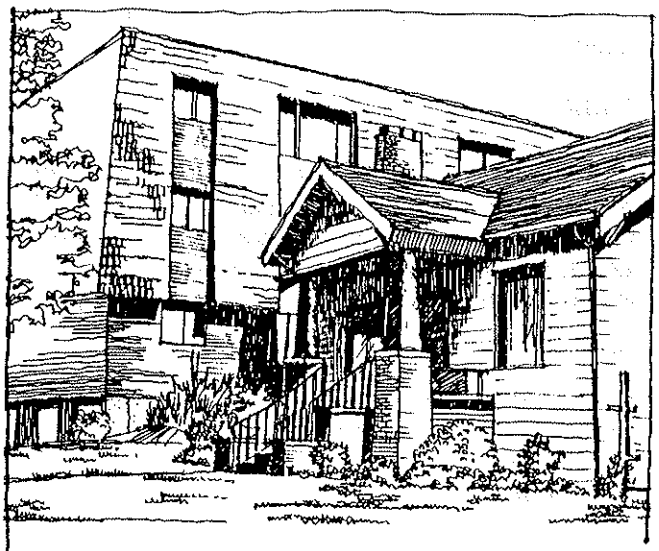
* similar proportions, scale and roof line
  - see BD 2.1, BD 2.2, BD 2.3

* similar architectural style and exterior finish materials

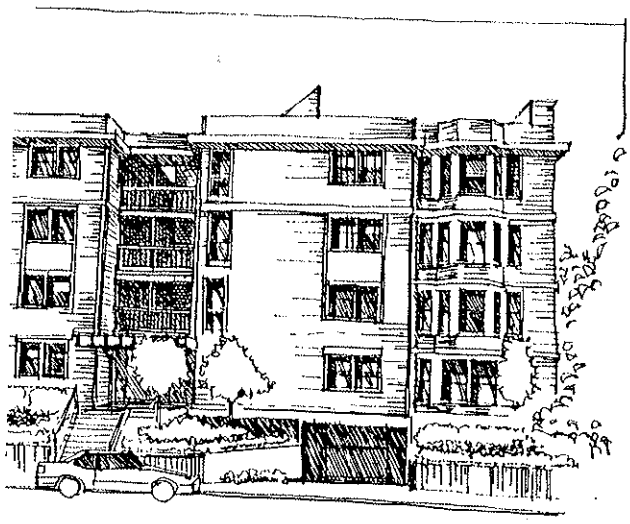
Architectural Character

BD 1.3 Compatibility with Neighbors (cont.)





This new apartment building is not compatible with its neighbors.



The new apartment building relates success-fully to its adjacent neighbors in choice of materials, proportions and scale.

Guidelines (cont.):

* similar patterns and proportions of windows
  - see BD 3.1

* similar entry configuration and relationship to the street
  - see SP 1.1, BD 3.3

* similar architectural details or features
  - see BD 3.2

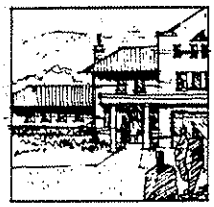
See Guidelines in the BD-2 section on Character and Massing which shows other techniques for creating compatibility and visual interest.

Applicability:

Infill site conditions in all contexts.

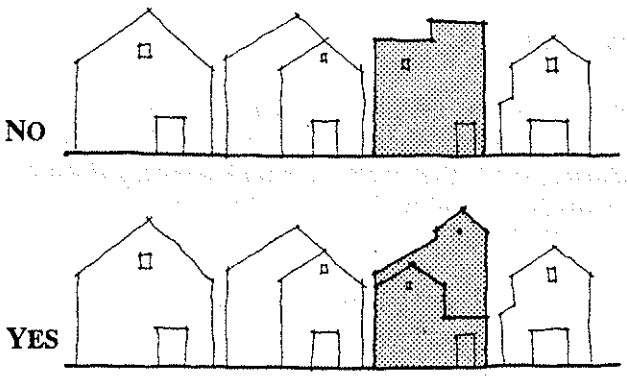
Related Guidelines:

BD 1.1 Consideration of Site Conditions
BD 1.2 Unifying Design Concept
BD 2.1 Articulation and Modulation
BD 2.2 Architectural Scale
BD 2.3 Rooflines
BD 3.1 Human Scale
BD 3.2 Building Features
BD 3.3 Entries

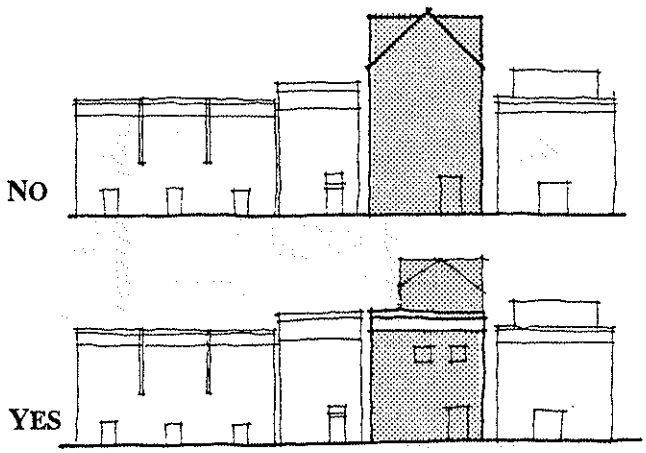


Architectural Character

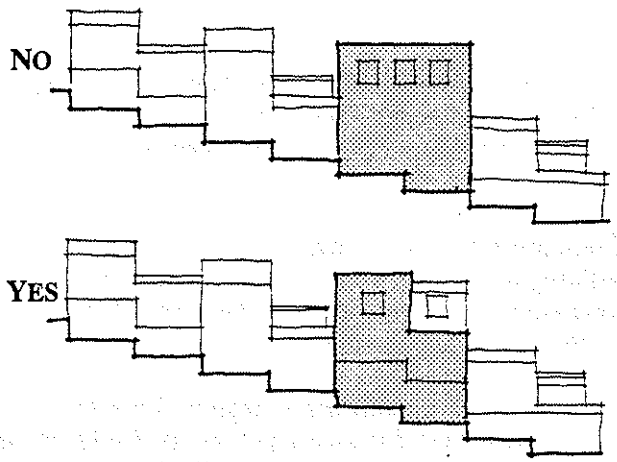
BD 1.3 Compatibility with Neighbors (cont.)



Rooflines can reinforce the architectural character of a street.



Architectural features or details like cornices can relate to adjacent buildings, lowering the perceived, conflicting height of the building.

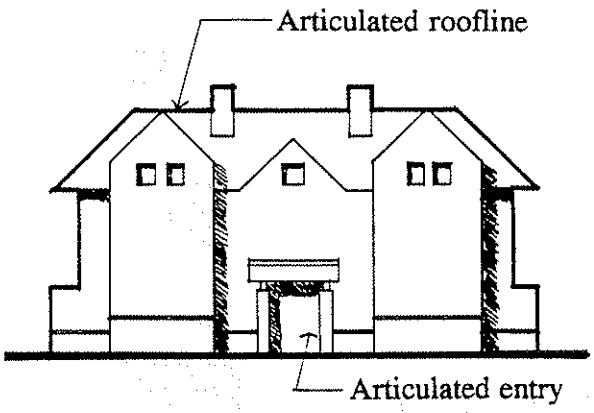


The rhythm created by buildings along the street should be retained.

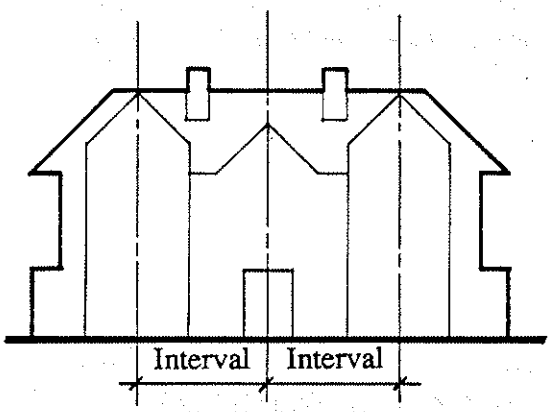
The pattern and proportion of windows and doors (fenestration), are important to the building's architectural character, and reflect its compatibility with neighboring buildings.

Character and Massing

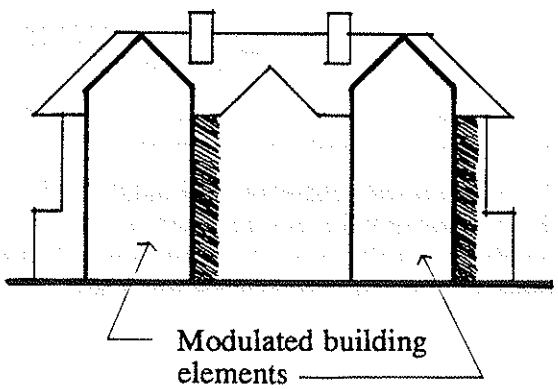
BD 2.1 Articulation and Modulation



Articulation



Interval



Modulation

Intent:

To reduce the apparent size of new buildings and give them more visual interest.

Definition:

Articulation is the giving of emphasis to architectural elements, (like windows, balconies, entries, etc.), that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces.

An *interval* is the measure of articulation - the distance before architectural elements repeat.

Modulation is a measured and proportioned inflexion or setback in a building's face.

Together articulation, modulation and their interval create a sense of scale important to residential buildings.

Guidelines:

Use modulation and articulation in a clear rhythm to reduce the perceived size of all large buildings.

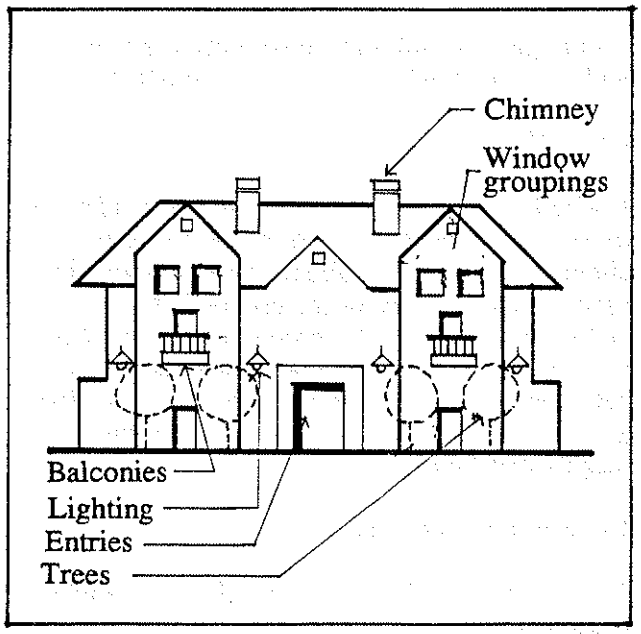
In general residential buildings should be divided and given human scale by using articulation and/or modulation at 40 foot to 50 foot intervals maximum.

There are a number of ways of articulating a building to divide up its mass and reduce its apparent size. Some are listed here and should be combined for the best results.

- Facade modulation - stepping back or extending forward a portion of the facade at least 6' (measured perpendicular to the front facade), for each interval.
- Fenestration patterns that repeat at intervals at least equal to the articulation interval.

Character and Massing

BD 2.1 Articulation and Modulation (cont.)



Building details which can reinforce the articulation interval.

Guidelines: (continued)

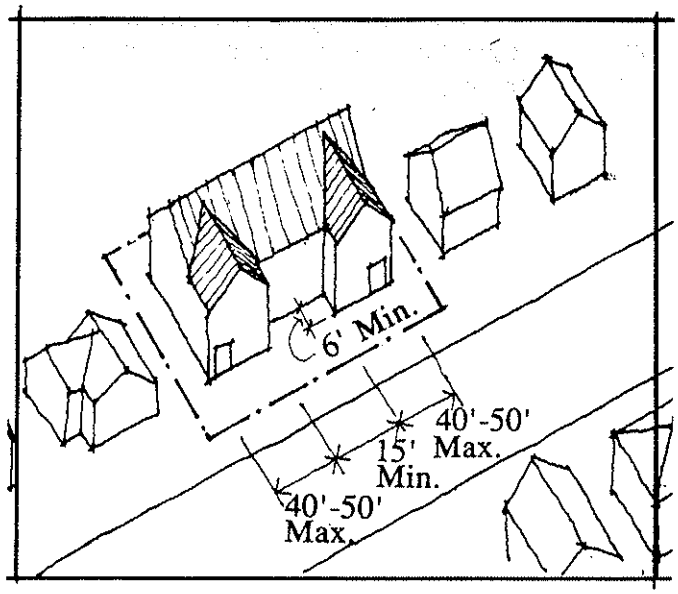
- o Articulating each interval with architectural elements like a porch, balcony, bay window and/or covered entry.
- o Articulating the roof line within each interval by emphasizing dormers, chimneys, gables, stepped roofs or other roof elements.
- o Providing a ground or wall mounted light fixture, a trellis, a tree, or other site feature within each interval.

Applicability:

All multi-family buildings in all contexts.

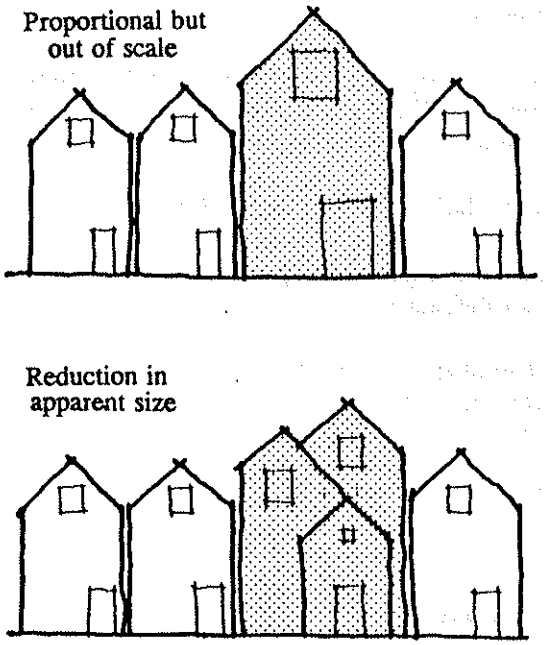
Related Guidelines:

BD 2.2 Architectural Scale
BD 2.3 Rooflines



Modulation of the principal building facade adds interest to a long building.

Character and Massing
BD 2.2 Architectural Scale



Good design can reduce the apparent size of new buildings, allowing them to fit in with smaller buildings.

Intent:

To design new buildings to be more compatible with existing neighboring smaller structures.

Guidelines:

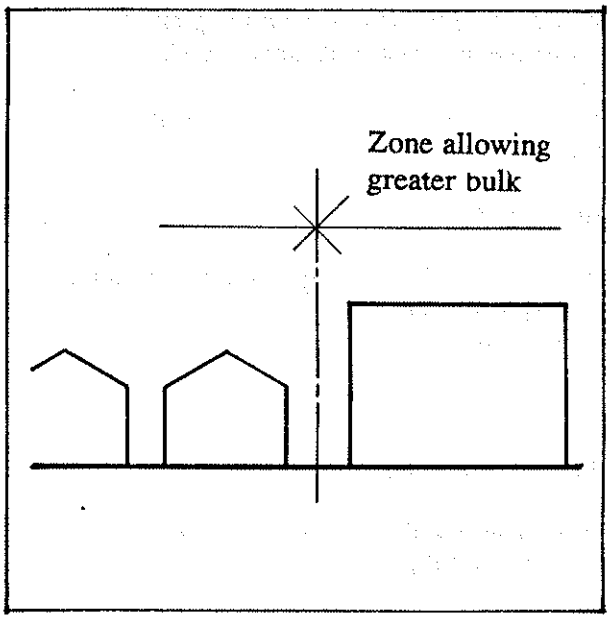
If a building is proposed for a site that is adjacent to, or across the street from, a land use zone allowing a maximum building bulk substantially smaller than the zone of the proposal, the architectural scale of the proposed building should be reduced, through articulation and modulation, to better conform to its context. The degree of facade articulation depends on the size and spacing of neighboring buildings.

Explanation and Examples:

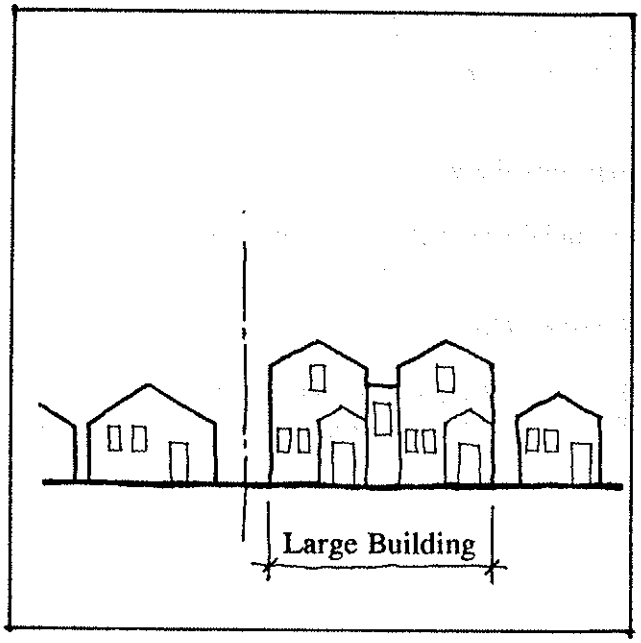
"Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are all "in scale." In a neighborhood setting it is important that buildings have generally the same architectural scale so that a few buildings do not overwhelm the others. Larger buildings can fit in more effectively with smaller neighbors if their form is composed of recognizable small elements.

Character and Massing

BD 2.2 Architectural Scale (cont.)



At zone transitions, special care should be taken to reflect the articulation intervals of adjacent development.



Applicability:

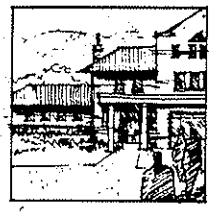
Single family residential where the objective is to retain the scale and pattern of single family houses.

Multi-family residential where the objective is to respond to the existing streetscape character.

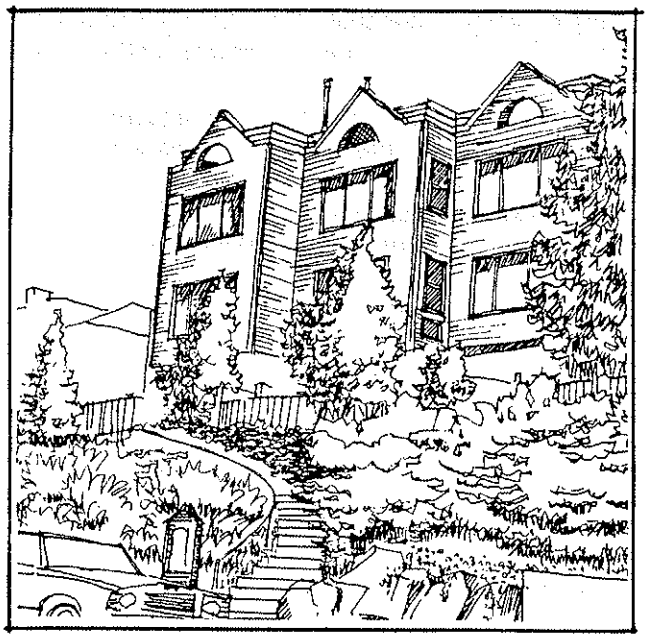
Mixed-use buildings where the objective is to relate to the small scale pedestrian orientation.

Related Guidelines:

BD 2.1 Articulation and Modulation
BD 2.3 Rooflines
BD 3.1 Human Scale



Character and Massing
BD 2.3 Rooflines



Broken roof forms and modulation help reduce the size of this building.

Intent:

To add visual interest to a building and the streetscape and reduce its apparent size.

To complement neighboring structures with prominent roofs.

Guidelines:

Consideration should be given to the design of a building's roofline. The design of the roof should employ at least one of the following:

* gable, gambrel or hipped roof;

* broken or articulated roof line;

* prominent cornice or fascia that emphasizes the top of the building, or;

* other roof element that emphasizes a building's concept and helps it to fit in with its context.

No roof mounted mechanical equipment shall be visible from the sidewalk or roadway of the adjacent street.

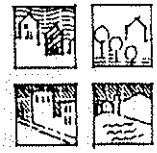
Applicability:

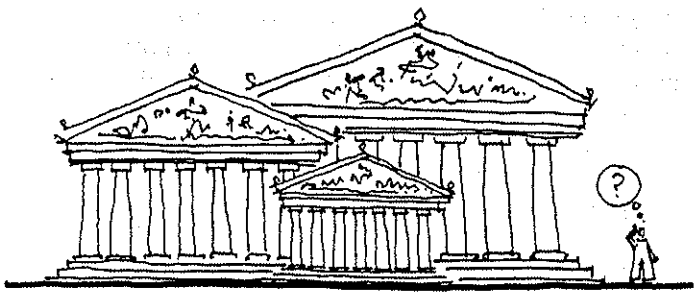
All buildings in all development contexts.

Related Guidelines:

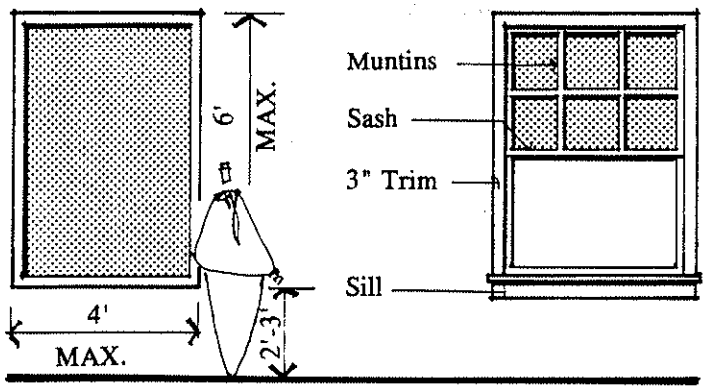
BD 2.1 Articulation and Modulation
BD 2.2 Architectural Scale

Architectural Elements
BD 3.1 Human Scale





Buildings which give few clues to its size are confusing.



Window details are important to give a sense of human scale.

Intent:

To use properly scaled and proportioned building elements which are associated with residential buildings.

To use elements whose size people are familiar with.

Definition and Explanation:

Referred to buildings, "scale" generally means the perceived size of a building relative to a person or the building's surroundings.

Human Scale is derived from a building's architectural details and elements whose size people are familiar with.

Guidelines:

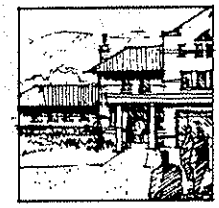
All buildings should incorporate well proportioned architectural features, elements and details to achieve good human scale.

Below are some elements which lend human scale:

* entry details like porches and recesses;

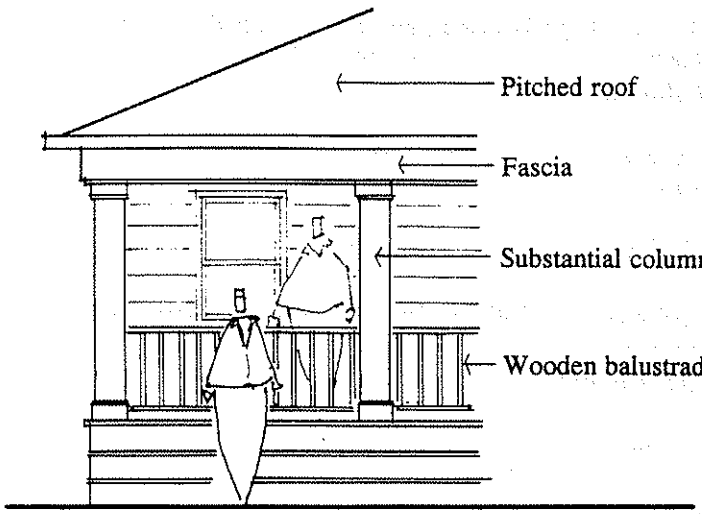
* occupiable spaces like bay windows and balconies;

* window details like vertically proportioned window openings which are recessed into the face of the building and broken up with smaller panes of glass;

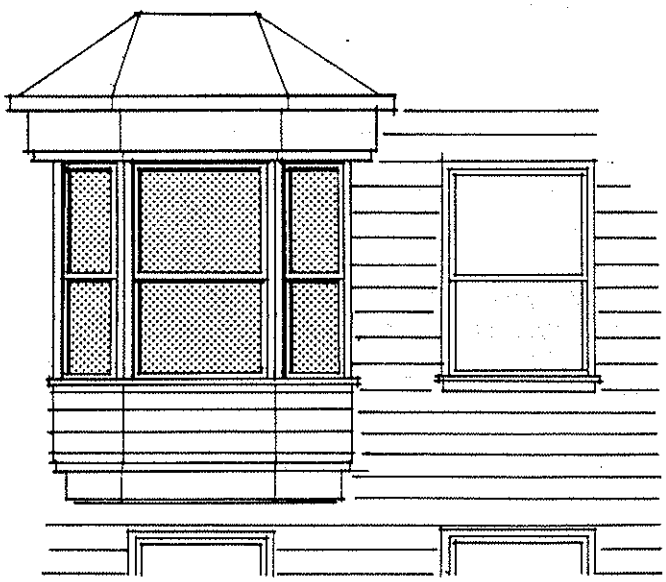


Architectural Elements

BD 3.1 Human Scale (cont.)



Covered entries, like porches, need to be of substantial materials.



Bay windows which protrude from the building wall.

Guidelines (cont.):

* roof details like brackets, chimneys, roof overhangs of at least 18" (measured horizontally), or a roof cornice element at least 12" in width (measured vertically).

* windows which create relief in the facade by being detailed to recede into the building face; and

* gabled or hipped roofs, including nested rooflines.

Applicability:

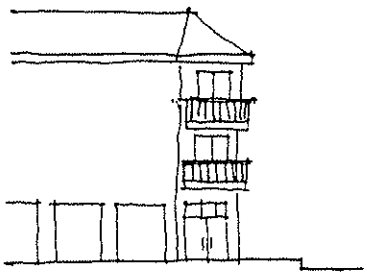
All residential developments in all contexts.

Related Guidelines:

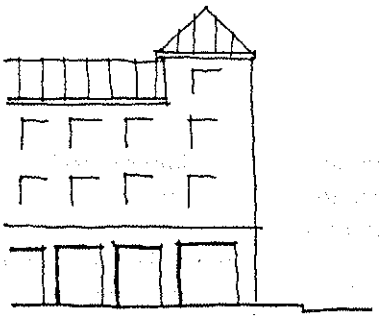
BD 2.2 Architectural Scale
BD 3.2 Building Features

Architectural Elements
BD 3.2 Building Features

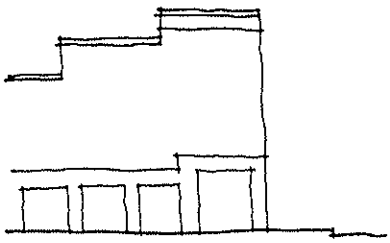
CORNER FEATURES



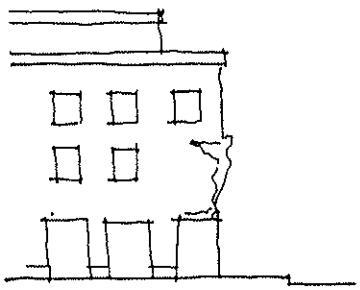
Balconies



Turret



Accentuated roofline



Sculpture

Intent:

To create a more visually interesting building.

To add elements which can aid in creating a better human scale and be more compatible with its neighbors.

Guidelines:

Use building features to reflect the space within a building, to reinforce site conditions like a corner or courtyard and to articulate building modulation.

Building features should be consistent and unified with the overall architectural design of the building. Each element should be articulated and proportioned to relate to the building as a whole.

Use changes of materials to enhance building features.

No residential buildings should have large areas of blank wall surfaces. Use architectural features and elements to enhance all building faces.

Building features can include some of the following.

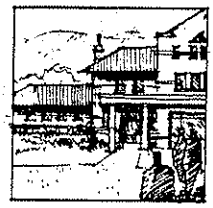
- o Setback of the upper floors and roof decks.
- o Strong corner feature like a turret or corner entry.
- o Porches and balconies at least 6' deep.
- o Habitable roofs with dormer windows.

Applicability:

All residential developments in all contexts.

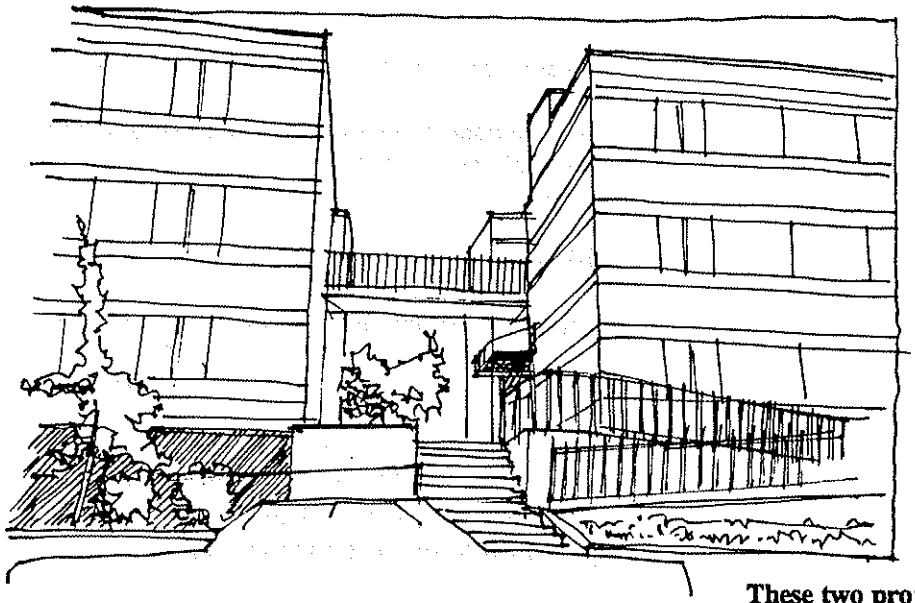
Related Guidelines:

BD 1.1 Consideration of Site Conditions
BD 1.2 Unifying Design Concept
BD 2.1 Articulation and Modulation
BD 3.1 Human Scale

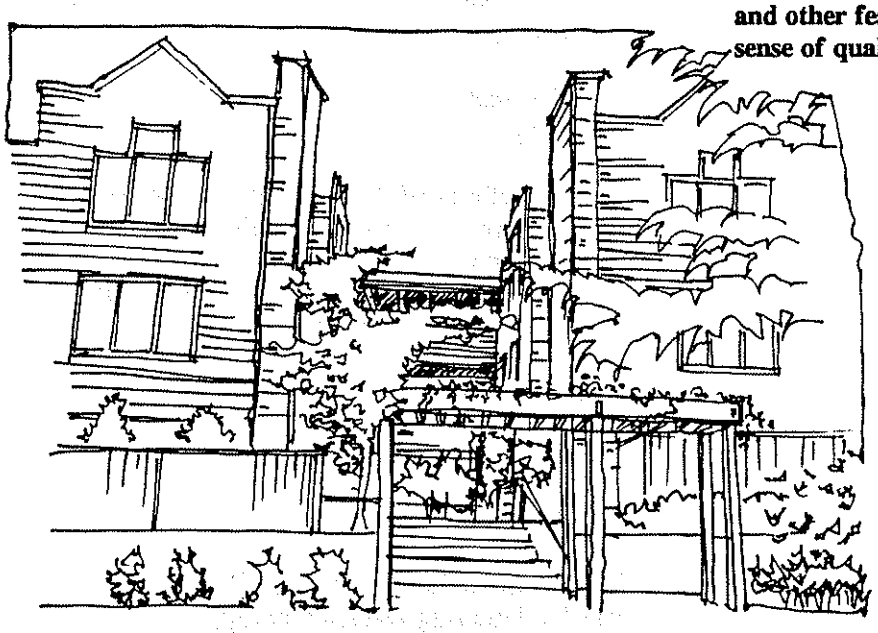


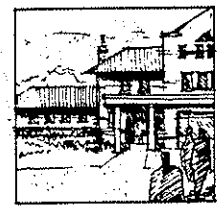
Architectural Elements

BD 3.2 Building Features (cont.)

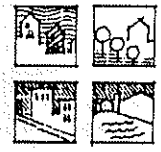


These two projects point out the importance of architectural elements. They are essentially the same building except that the project below employs varied roof lines, window details, facade articulation, a trellis, chimneys, entry details and other features to add interest and a greater sense of quality.

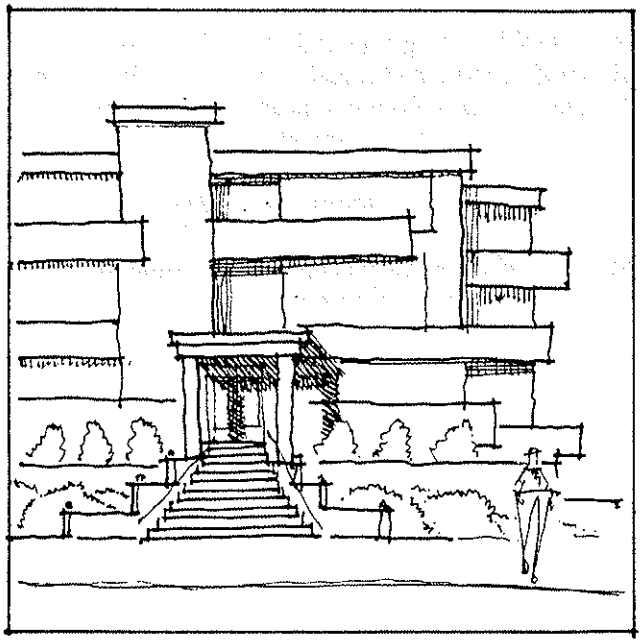




Architectural Elements
BD 3.3 Entries



The entries to these apartments and their courtyards are clearly articulated and inviting.



The covered and recessed entry to the building is well articulated, and with the landscaped planting beds and stairs provide an elegant transition between street and residence.

Intent:

To create an appropriate invitation into a building, providing for security and privacy.

To provide an area where social interaction between neighbors can take place.

Guidelines:

All buildings should have a principal entry visible from the street, (or a marked, paved and well lit pathway). All entries should be convenient from the sidewalk.

Most ground floor units should be directly accessible from the street.

Entries should be highlighted by building elements (like stairs, roofs, special fenestration, etc.)

Provide a recess, porch or other protected exterior area that encourages human activity, (resting, meeting, waiting, etc.).

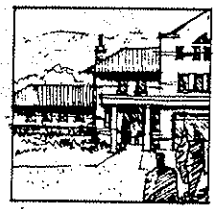
Highlight the entry area with pedestrian scaled lighting and distinctive architectural elements and details.

Applicability:

Development in all contexts.

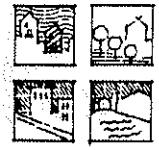
Related Guidelines:

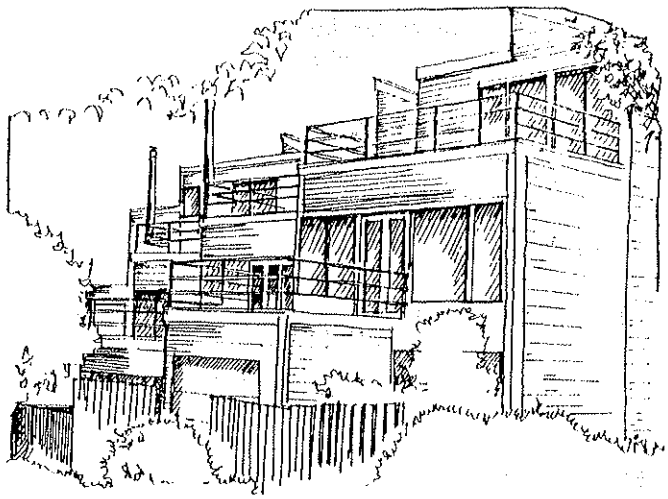
S 1.1 Inhabited Streets
S 2.1 Access to Buildings from the Street
SP 3.2 Siting Parking Areas



Exterior Finish Materials

BD 4.1 Appropriate Materials





These contemporary looking homes have well detailed horizontal wood siding.

Intent:

To enhance the quality of buildings and the streetscape.

To discourage poor materials with high life cycle costs.

Guidelines:

Building exteriors should be constructed of durable and easily maintainable materials that are attractive at close distances.

Materials that have an attractive texture, pattern or quality of detailing are encouraged.

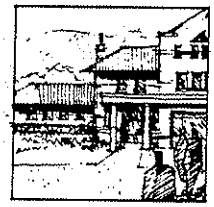
Siding should reflect in texture and color typical Northwest building patterns like wood siding and shingles, brick, stone and terra-cotta tile.

Metal siding should always have visible corner mouldings and trim, and should have a matt finish and a neutral or earth tone color.

Non-durable siding materials like T-111 type plywood, corrugated metal or fiberglass is strongly discouraged as it decays quickly when exposed to the elements and looks unsightly.

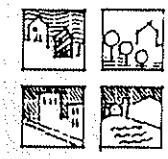
Metal roofing colors should be subdued.

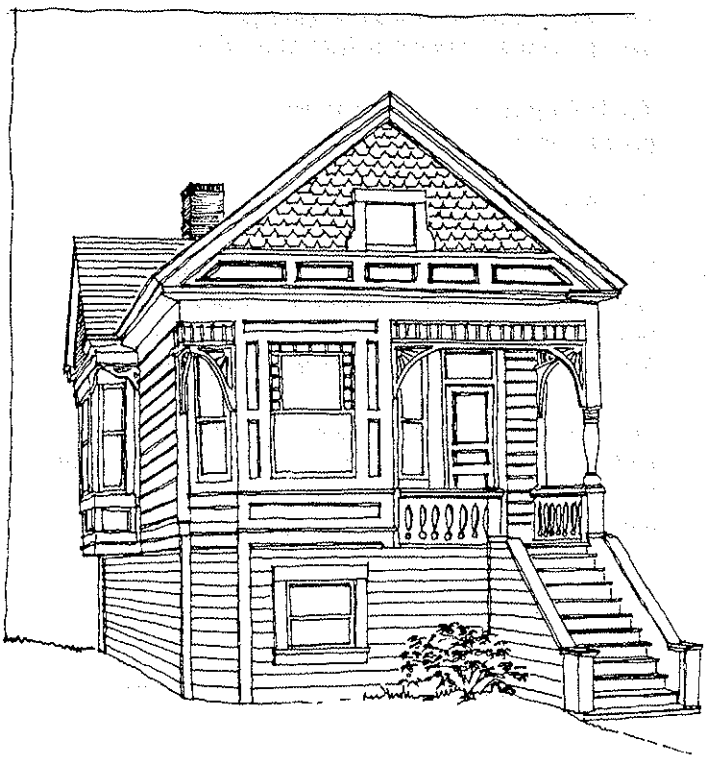
Mirrored glass is discouraged in a residential or pedestrian oriented streetscape.



Exterior Finish Materials

BD 4.1 Appropriate Materials (cont.)





When renovating, or developing adjacent to, buildings with a distinct historic architectural character, care must be taken to choose exterior building materials which are compatible and historically appropriate.

Guidelines (cont.):

Concrete walls should be enhanced by texturing, coloring with a concrete coating or admixture, or by incorporating embossed or sculpted surfaces, mosaics or artwork.

Concrete block walls should be enhanced with textured blocks and colored mortar, decorative bond pattern and/or incorporating other masonry materials.

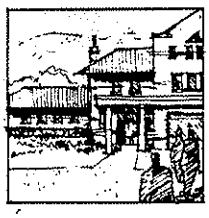
Stucco and similar troweled finishes should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.

Applicability:

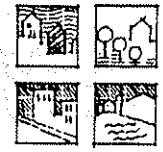
Development in all contexts.

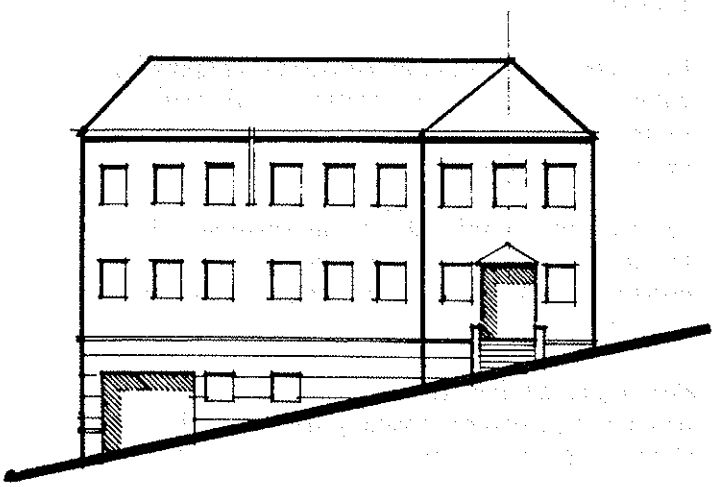
Related Guidelines:

BD 3.2 Building Features

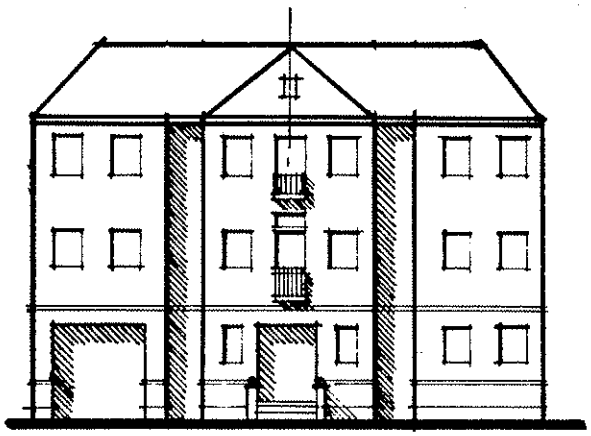


Parking Garages
BD 5.1 Compatibility with Residences





The parking garage entry should take advantage of topography to be visually subordinated to the pedestrian entry.



The pedestrian entry should be articulated to emphasize its importance relative to the garage entry.

Intent:

To incorporate the parking garage into the design of the residence, making it less obtrusive.

To differentiate the parking entry from the pedestrian entry.

Guidelines:

Design parking garages to be architecturally compatible with the residential portion of the building. Draw from a residential vocabulary of forms, materials and details to enhance garages.

Detail garage entries to be subordinate to the pedestrian entry in scale and detailing. If possible locate the parking entry away from the street, to either the side or rear of the building.

Berm and landscape the edges of garages when they are visible from the street.

The street side of parking garages can contain facilities or services for residents, like laundry rooms, lobbies and shops.

Open carports for more than 2 cars should not be visible from the street.

Parking garages can be detailed with split-face block and colored mortar to emphasize the base of the building.

Applicability:

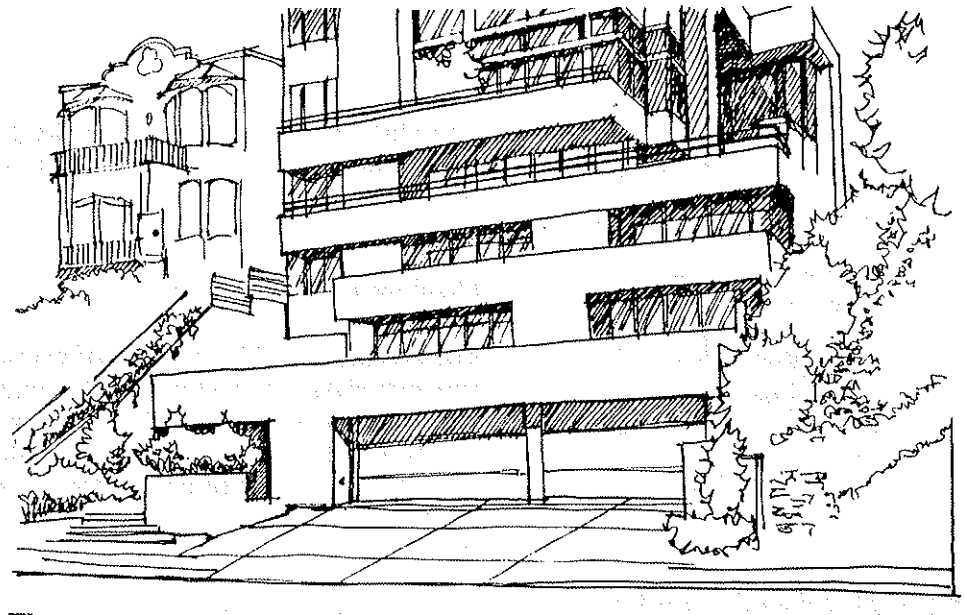
All residential buildings with attached or detached garages for parking automobiles, in all development contexts.

Related Guidelines:

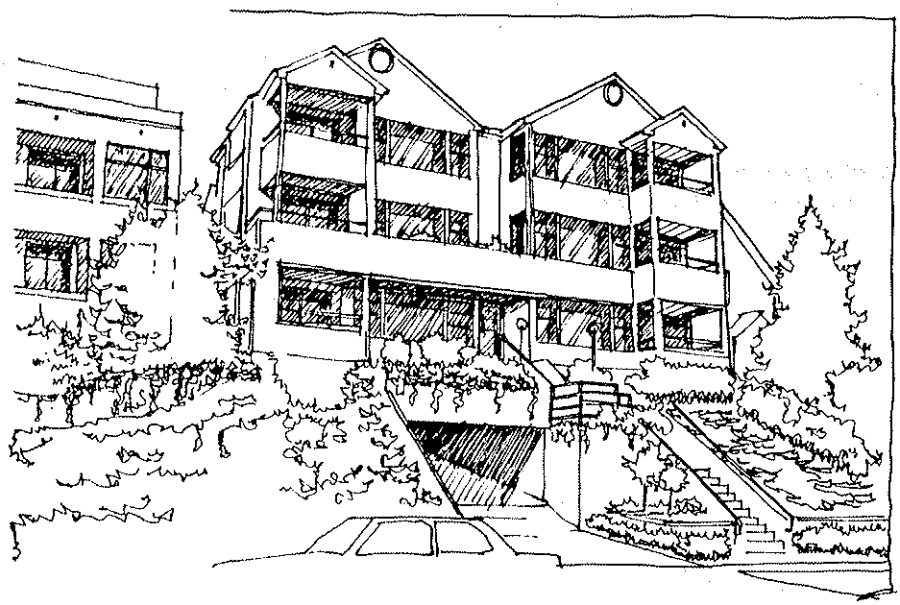
S 2.5 Screening Parking Garages
S 2.6 Parking Garage Entries and Driveways
BD 3.3 Entries

Parking Garages

BD 5.1 Compatibility with Residences (cont.)



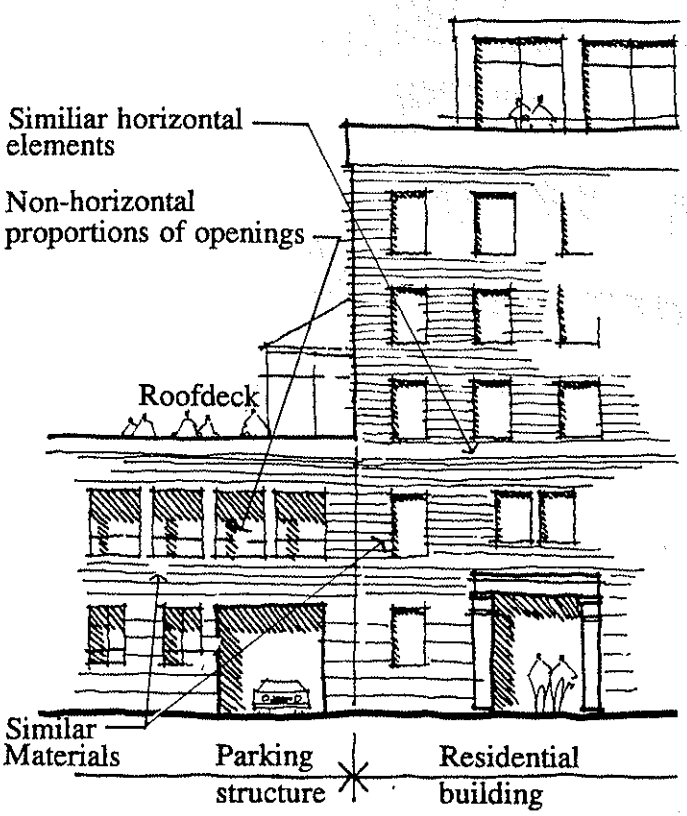
The garage entry of this apartment building overwhelms the relatively insignificant residential entry.



This parking garage is well screened by generous landscaping on this steep site. The stairs, landing and lighting help highlight the residential entry.

Parking Garages

BD 5.2 Integration with the Attached Residences



The appropriate design of a parking structure can help integrate it to the residential portion of the building.

Intent:

To reduce the visual impact of parking structures by making them a more integral part of the residential building.

Guidelines:

The accessory parking portion of the residential structure should be architecturally compatible with the rest of the structure. That is, the parking structure and the rest of the building should appear as a unified, composed unit. Methods to better integrate parking structures with their buildings include:

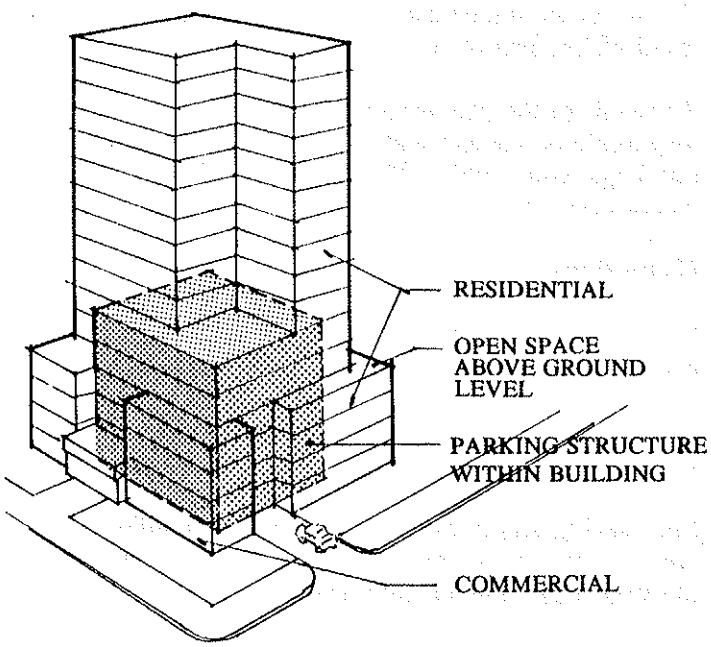
* facing the parking structure with the same material as the building;

* continuing architectural elements from the residential portion of the building onto the parking structure, like a frieze, cornice, trellis or other device;

* using a portion of the top of the parking garage as a deck or garden for the residents use.

Parking Garages

BD 5.2 Integration with the Attached Residences (cont.)



A parking garage located in the center of this large mixed-use structure with commercial uses and residential units along its edge.

Guidelines (cont.)

Large residential buildings with multi-level parking garages can screen the garages further by:

* Locating residential units or shops to the outside of the parking garage. These units could have access directly from the street like townhouses and from the parking area.

* Designing the parking garage to be partially or totally below the level of the street or neighboring properties.

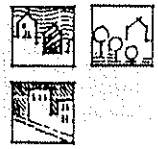
Applicability:

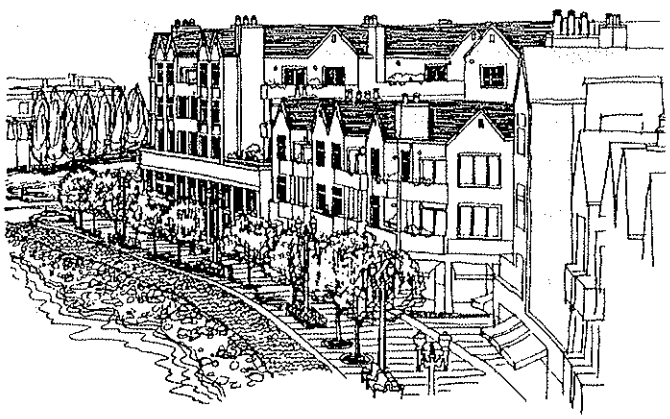
Large residential buildings which have an adjacent structure.

Related Guidelines

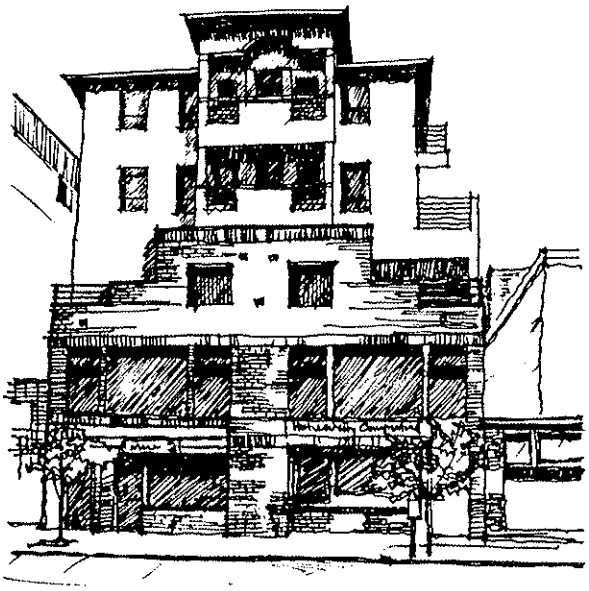
S 2.5 Screening Parking Garages
BD 5.1 Compatibility with Residences

Mixed-use Buildings
BD 6.1 Site and Building Design





A successful mixed-use project along a public promenade in Portland. *Central City Plan, Portland*



This mixed-use building differentiates the commercial uses and the residential units by changing materials and stepping back the tower.

Intent:

To encourage mixed-use buildings with shops and small offices below, and residential units above.

To reinforce the community focal place and neighborhood centers with appropriately designed buildings, compatible with pedestrian-oriented commercial uses.

Guidelines:

Site mixed-use buildings wherever small-scale, pedestrian oriented commercial activity is desired.

Respect and enhance the character of the street, reinforcing the pedestrian shopping experience.

Site parking lots to the sides and rear of buildings, not the front facing the street. A drop off zones at the street edge may be appropriate.

Accentuate the residential portion of the development with changes in materials and wall plane. Create a distinct entry for the residential units.

Create usable outdoor spaces for the units facing the street by providing balconies and setbacks. The use of outdoor spaces enlivens the commercial street and creates a buffer space for the residential units.

Applicability:

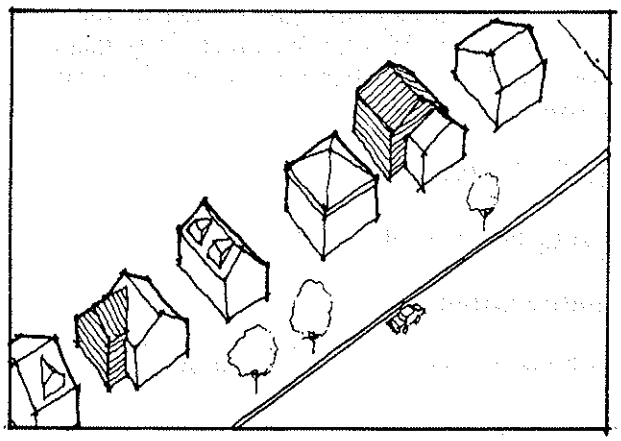
Mixed-use buildings in residential communities and emerging centers.

Related Guidelines:

S 1.1 Inhabited Streets
SP 1.1 Creating Streetscape Compatibility
SP 1.2 Relating the Building to the Street
SP 3.2 Siting Parking Areas
SP 3.3 Siting Service Elements
BD 2.1 Articulation and Modulation
NP 2.4 Community Focal Place
NP 2.5 Mix of Uses

Conversions and Additions

BD 7.1 Accessory Apartments in Single Family Dwellings



Additions to homes which do not impact the streetscape.

Definition:

Accessory apartment means a dwelling unit that is in the same structure as, under the same ownership as, and subordinate to a single-family dwelling unit which is intended for use as a complete and independent living facility.

Intent:

To ensure that accessory apartments will not alter the character of single-family neighborhoods.

To allow affordable residential units in appropriate existing neighborhoods.

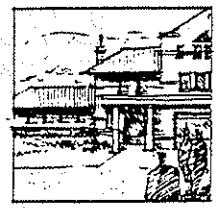
Guidelines:

Avoid substantial alterations of the exterior character of the single-family structure.

Any additions should be in keeping with the architectural character of the home. Materials, roof forms, and window proportions should match that of the existing building.

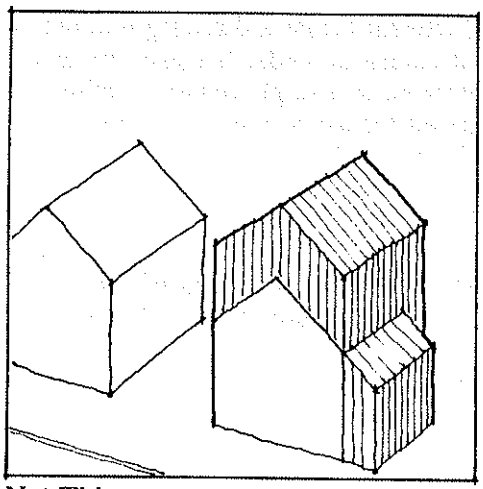
Secondary entries should be reduced in appearance and subordinated to the main home entry. When possible, consolidate the new entry into the entry of the existing home.

The off street parking requirement and location of parking should be carefully considered to reduce negative impacts.

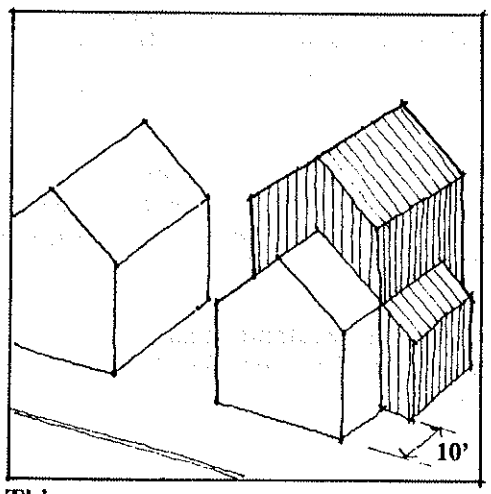


Conversions and Additions

BD 7.1 Accessory Apartments in Single Family Dwellings (cont.)



Not This



This

Additions should respect the proportions and features of the original home.

Guidelines (cont.):

Locate any necessary fire egress stairs so that they are not visible from the street. Any major exterior additions or alterations should be located to the rear of the home.

Applicability:

Existing homes in all contexts as allowable.

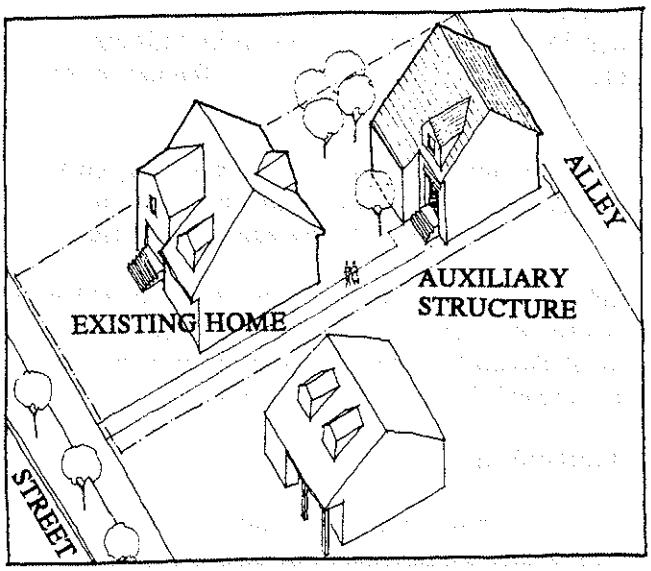
Related Guidelines:

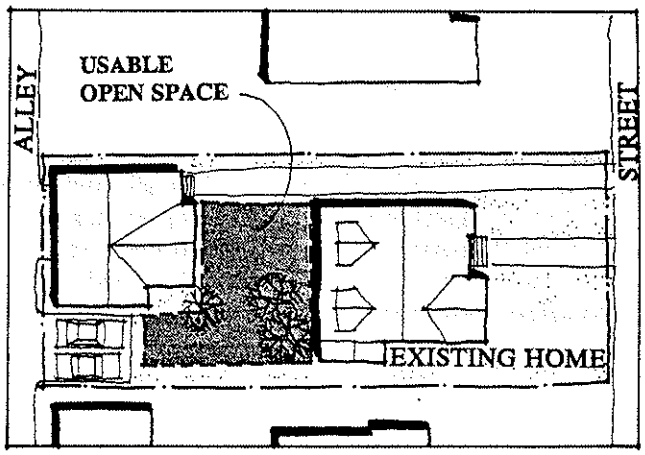
Additions and expansion of homes to create additional units should also conform to the following guidelines.

S 1.1 Inhabited Streets
S 2.1 Access to Buildings from the Street
S 3.1 Continuity along the Street
S 4.1 Buffering Private Spaces
SP 1.1 Creating Streetscape Compatibility
SP 2.2 Parking Adjacent to Residences
SP 3.1 Creating Usable Open Space
SP 4.2 Protecting Significant Trees
and Building Design Sections BD 1 Architectural Character, BD 2 Character and Massing, and BD 3 Architectural Elements

Conversion and Additions

BD 7.2 Auxiliary Residential Structures on the Same Lot





Intent:

To ensure that secondary residential buildings auxiliary to the main home on the same lot are in keeping with the scale and character of the neighborhood.

To allow homeowners to develop on their property an independent residential unit to rent out for dependents.

To create alternative low cost housing in appropriate single-family neighborhoods.

To retain single-family buildings of architectural merit or historical value within multi-family zones.

Guidelines:

The design of the new building should be in character with the existing home and the neighborhood. The infill building should be secondary in size and scale to the existing building.

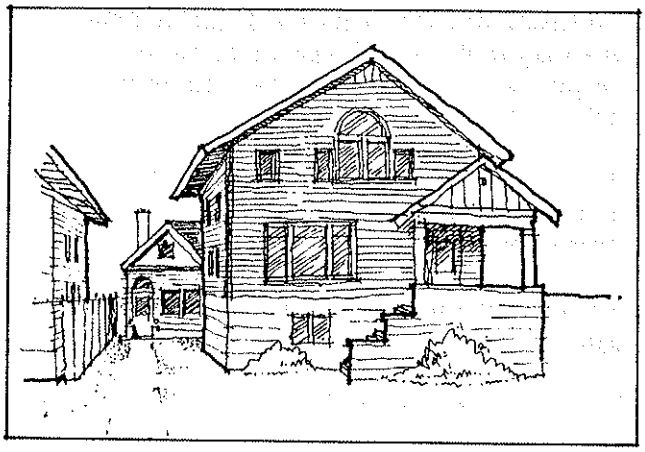
The existing house should be retained with minimal additions. The existing home should be restored in keeping with the positive aspects of the neighborhood character and its unique architectural features.

The infill building should not have significant adverse affects upon neighboring properties, like significantly reducing privacy or blocking access to the sun.

Corner lot infill buildings should respond to and enhance the streetscape of both the avenue and flanking street.

Conversion and Additions

BD 7.2 Auxiliary Residential Structures on the Same Lot



Entrances to the auxiliary home visible and accessible from the street.

Guidelines (cont.):

There shall be a minimum separation between the existing building and the new infill building to provide for usable open space for the use of the residents.

To retain important openness to the alley, infill in the rear yards should be limited in width so as not to create a large wall on the edges of the alley.

Infill buildings should be visible from the sidewalk and street to enable identification. Access from the street should be independent of the existing house and identifiable from the sidewalk.

Applicability:

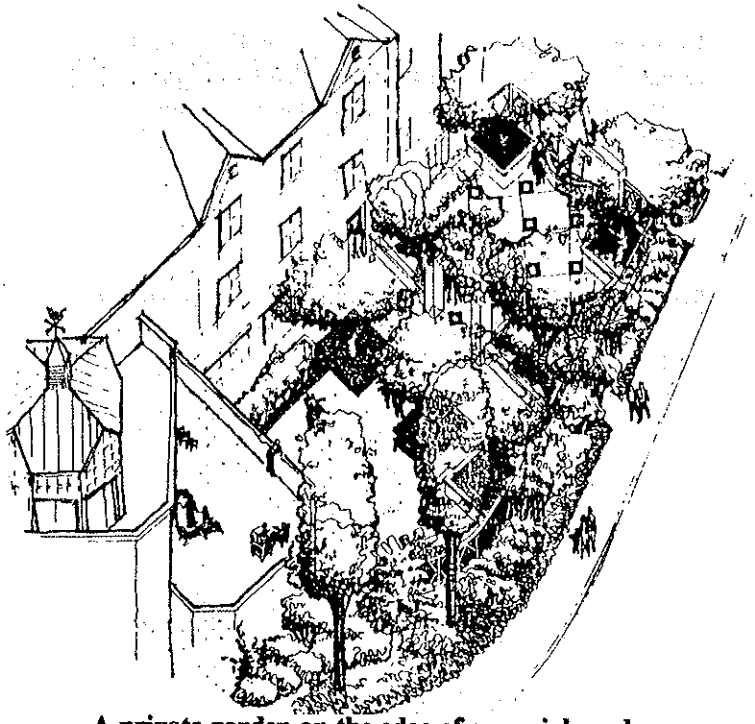
Existing homes bordering an alley, of a minimum lot size and width which can accommodate a new structure in the rear yard and provide access to it from the street and sidewalk. (Other ordinances require a minimum of 2000 square foot rear yard.)

New homes as allowed in suburban growth areas.

Related Guidelines:

Infill in rear yards of existing homes requires sensitive and creative design. Follow all guidelines for Building Design and Site Planning section 2, Adjacent Properties. See also the Strategy Section *Infill and Strengthen Existing Neighborhoods - Secondary Residential Structures Auxiliary to Existing Residences.*

Special Needs Housing
BD 8.1 Siting and Building Design



A private garden on the edge of a special needs project in Seattle creates private open space and a buffer to the resident's living areas.

Intent:

To integrate successfully into existing residential neighborhoods housing for people with special housing requirements including the physically or mentally disadvantaged, elderly, daycare, and those needing special health care.

To encourage better design of outdoor private spaces for the use of residents.

Guidelines:

Special needs housing requires careful and sensitive design to eliminate conflicts with neighbors.

Private outdoor spaces should be provided off the street with adequate landscaping to help define the space and provide buffers to adjacent residences. Limit access to these spaces to provide for security and privacy.

Provide appropriate site furniture like benches, trash cans and adequate lighting.

Buffer private rooms from the noise of the street.

Use materials and building forms which are appropriate to the character of the street and neighborhood.

A clear and safe drop-off zone should be located near the main entrance.

Pathways should be handicapped accessible according to Washington State standards (see *Illustrated Handbook for Barrier Free Design*). Also note the Federal ADA requirements.

Special Needs Housing

BD 8.1 Siting and Building Design (cont.)

Guidelines (cont.):

In mixed-use areas, small shops or offices on the lower floors can help integrate with the retail streetscape. Parking requirements can usually be reduced. Any parking lots or garages should be well screened with landscaping.

Applicability:

Special needs housing in residential neighborhoods.

Related Guidelines:

All S, SP, BD guidelines.

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	STRATEGIES					GUIDELINES			
	Infill Existing Neighborhoods	Develop Emerging Centers	Create New Neighborhoods	Protect Rural Chacter	Assist Affordable Housing	Streetscape	Site Design	Building Design	Neighborhood Planning
BOOKS									
A Pattern Language *Alexander*					X	X	X	X	X
Livable Streets *Appleyard*	X	X	X			X			
The Elusive City *Barnett*			X						X
Housing as if People Mattered *Cooper Marcus*	X	X	X		X	X	X	X	
The Pedestrian Pocket Book *Kelbaugh/Calthorpe*	X	X	X	X	X				X
Site Planning *Lynch*	X		X			X	X		X
Good City Form *Lynch*	X	X	X			X	X		X
Residential Streets *ULI*		X	X		X				X
Density by Design *ULI*	X	X	X		X				X
Accomodating the Pedestrian *Untermann*	X	X	X			X	X		
City, Rediscovering the Center *Whyte*	X	X				X	X	X	X
PERIODICALS, ORDINANCES & OTHER REFS.									
Village Planning Handbook *Bucks County, PA*				X					X
Neighborhood Design Guidelines *Baltimore Cnty, MD*			X			X	X	X	X
Traditional Neigh. Dev. Ord. *Duany/Plater-Zyber*			X			X	X	X	X
Winning Over the Street People *Fulton*			X			X			X
Preserving Rural Character *Heyer*				X			X		X
Bellevue's New Approach to Ped. Planning *Hinshaw*	X	X	X			X	X		X
Tree Protection Ordinance *Lacy, WA*	X		X	X			X		X
Model Subdivision and Site Plan Ordinance *Listoken*		X	X			X			X
Central City Plan *Planning Dept. of Portland, OR*					X				X
Vision 2020 *PSCOG*	X	X	X	X	X				X
A Visual Inventory...for Seattle, WA *Steinbrueck*	X					X		X	
Reinventing the Village *Sutro*			X	X					X
Kitsalano Land Use & Dev. Code *Vancouver, BC*	X					X	X	X